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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY  
MITCHELL BROS. COMPANY  
(INCORPORATED).

VOL. XXII.

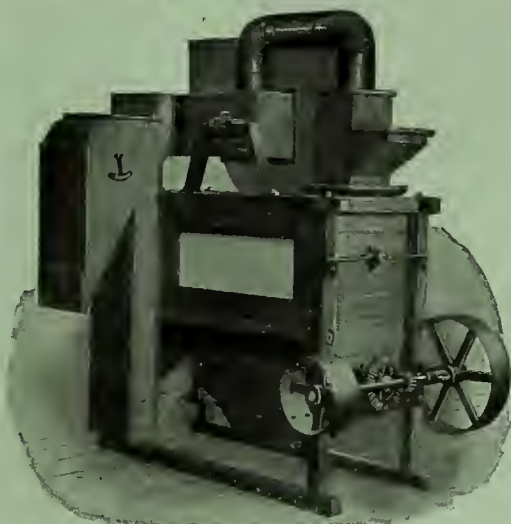
CHICAGO, ILLINOIS, SEPTEMBER 15, 1903.

No. 3.

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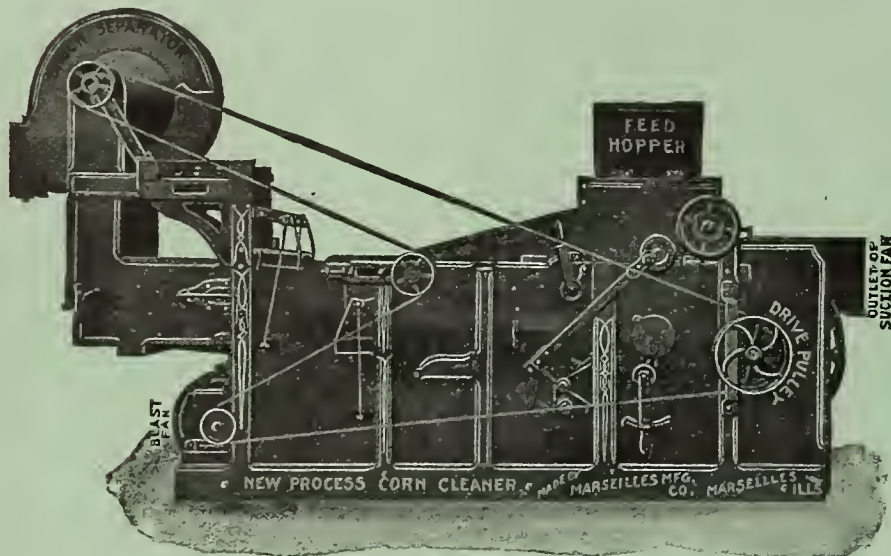
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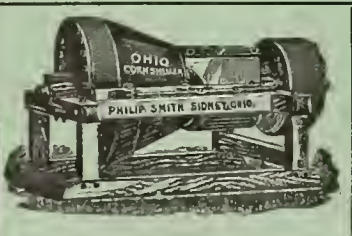
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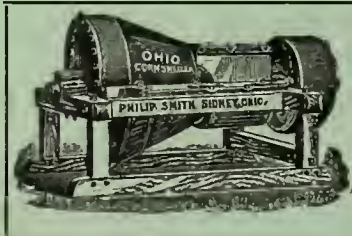
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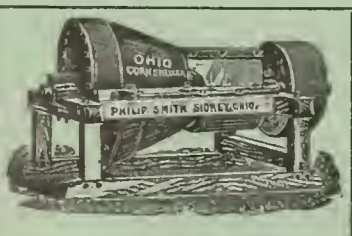
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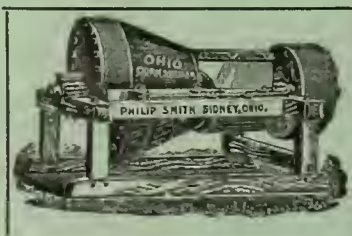
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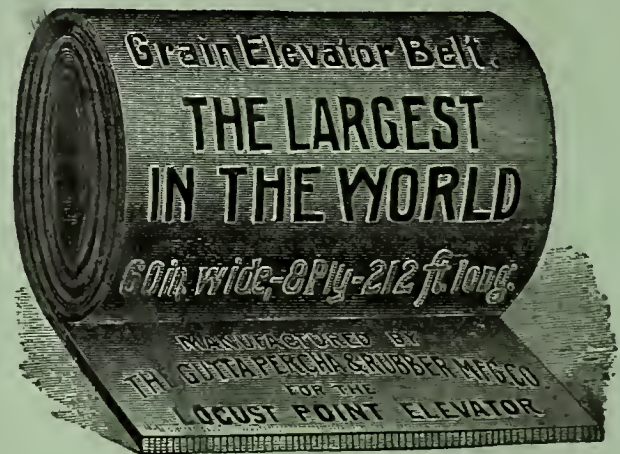


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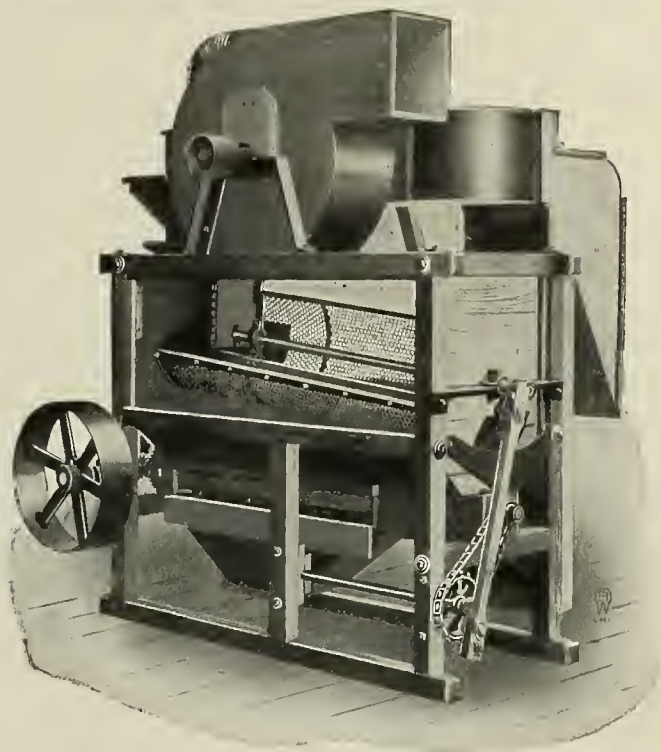
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and without impairing their natural color, aroma or  
germinating qualities.

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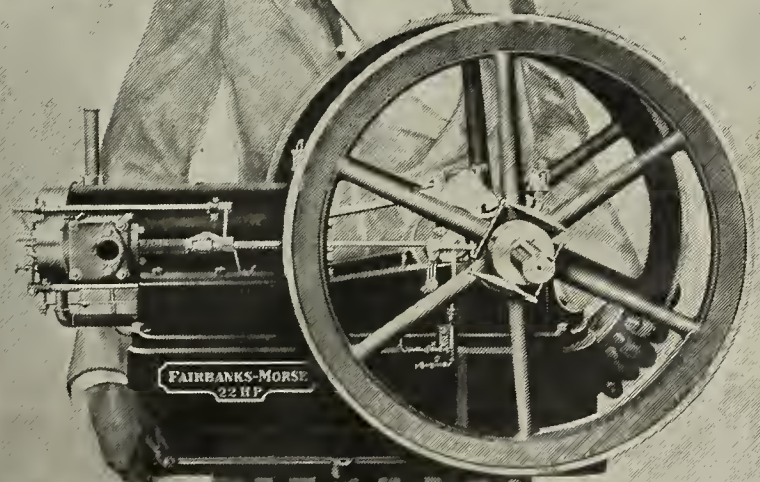
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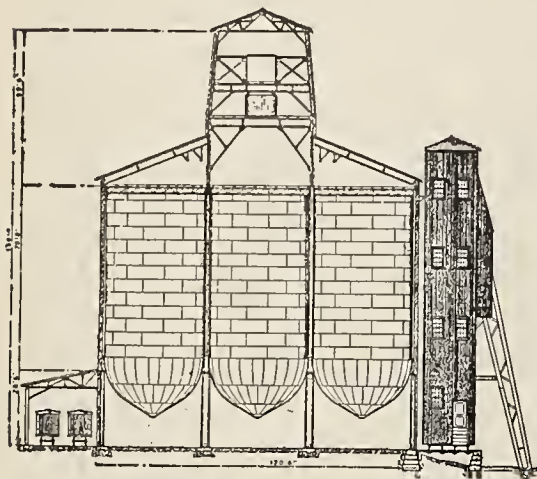
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Grain Elevators of Steel,

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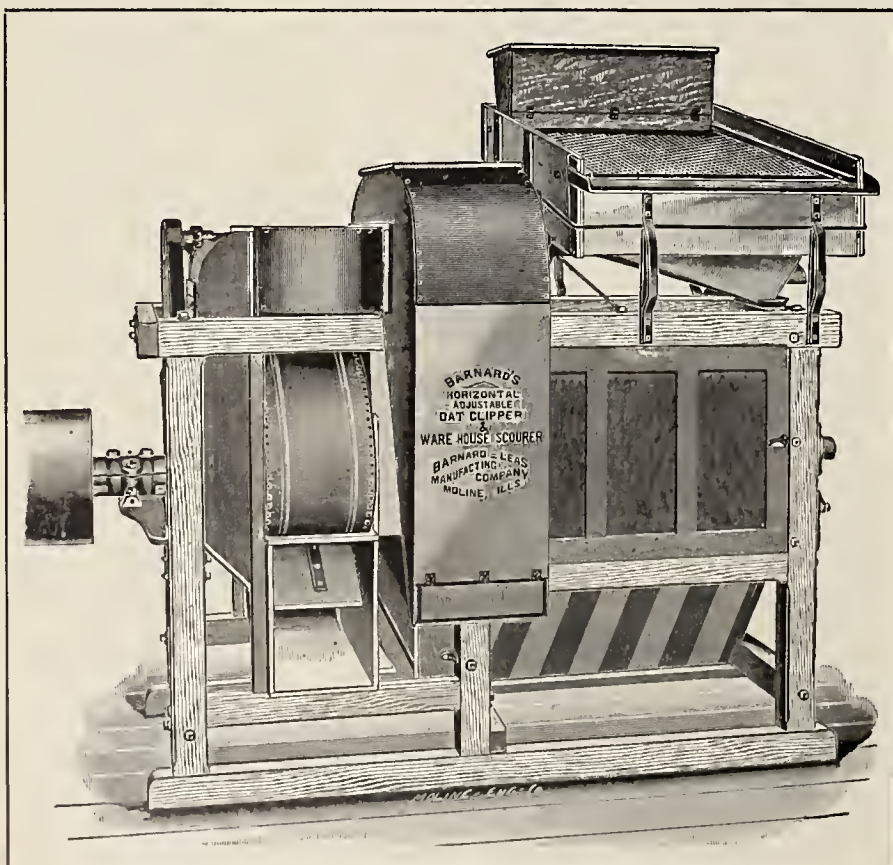
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Botsford & Jenks, Meaford, Ont.,	- " 1,000,000 "
Chicago Dock Co., Chicago, Ill.,	- " 1,000,000 "
D. H. Stuhr Grain Co., Hammond, Ind.,	- " 600,000 "
Electric Steel Elevator, Buffalo, -	- " 1,200,000 "
McReynolds & Co., Hammond, Ind.,	- " 2,000,000 "
Calumet Elevator Co., South Chicago, Ill.,	- " 1,200,000 "
Rosenbaum Bros., South Chicago, Ill.,	- " 1,000,000 "
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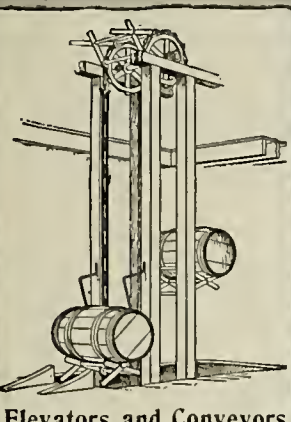
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For Handling Any Material in Bulk or Package.

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Elevating, Conveying and Power Transmitting Machinery.

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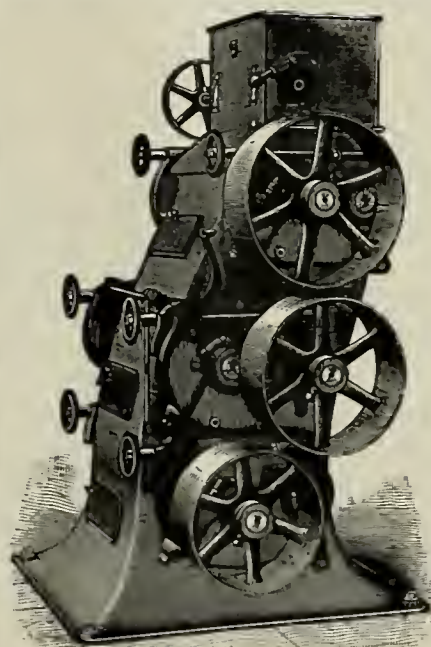
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Very truly yours,

STEPHENS-ADAMSON MFG. CO., Aurora, Ill.

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UTILIZE YOUR POWER  
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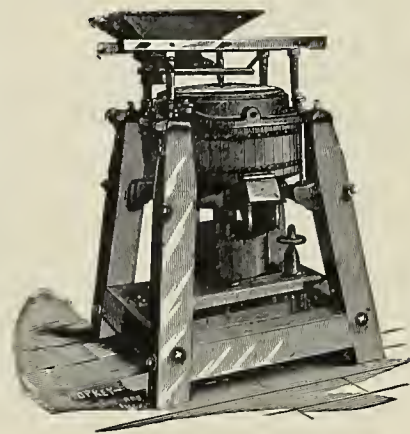
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WE MANUFACTURE  
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TWO-PAIR HIGH, FOUR-ROLLER MILLS, 5 Sizes,

...And...

PORTABLE FRENCH BUHR MILLS,  
85 Sizes and Styles.

SEND FOR BOOK ON MILLS.



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UNDER RUNNERS,  
UPPER RUNNERS,  
PULLEY AND GEAR DRIVES.

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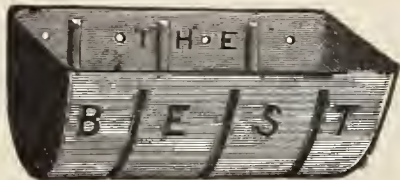
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Specialties for  
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THE ONLY PERFECT SPIRAL  
CONVEYOR; with Flight of One  
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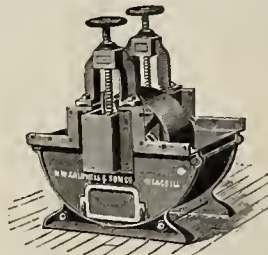
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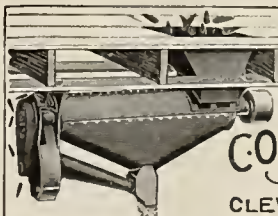
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Carries Safely, Fastens Securely.  
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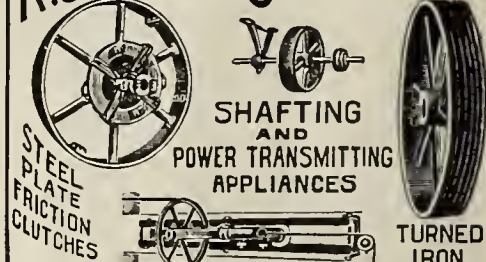
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MANUFACTURES  
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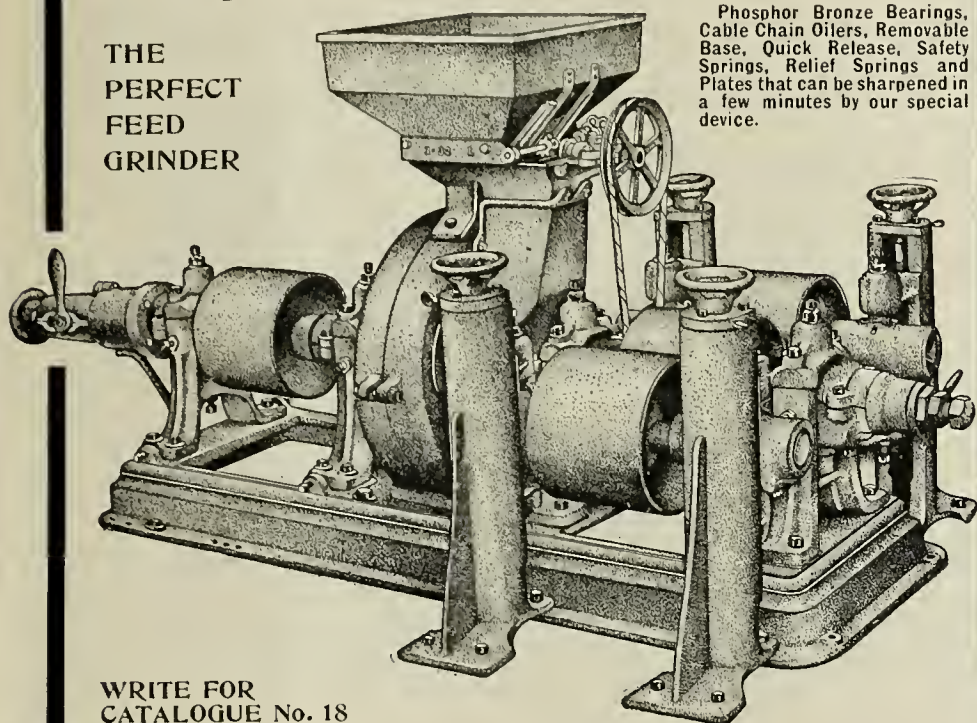


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Are trade winners. With a **Monarch** you can grind all kinds of small grain, corn and cob, etc., in a manner that will please your customers and insure you a good profit. The **Monarch** will work 365 days in the year if necessary, and every day it works it will add to your bank account. The **Monarch** is always ready for business and gives maximum results with a minimum of power. Don't be the last to get one.

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Phosphor Bronze Bearings,  
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Plates that can be sharpened in  
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Spiral Conveyors  
Flexible Spouts, Swivel Spouts



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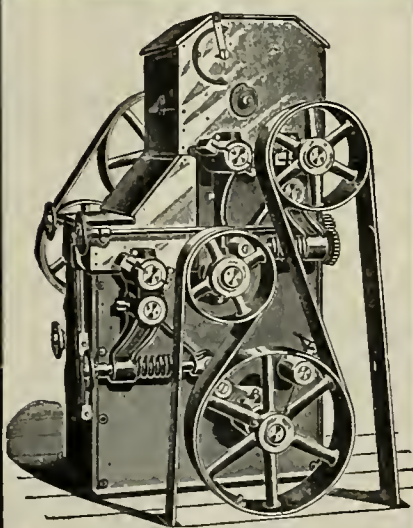
## THE WHY OF LEADERSHIP

Why is it that certain firms, without seeking aid from miraculous sources, hold the confidence of their patrons and regularly add to their number? To particularize—what has caused the reputation of

### NORTHWAY FEED MILLS

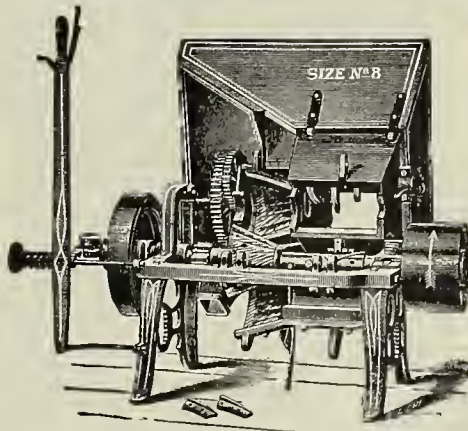
Why is it that hundreds of satisfied users are unanimous in their praise? The answer is simple enough: Their reliability—strength—grinding capacity—easy running qualities and general all around excellence are what have given Northway Feed Mills their reputation. Investigation will add you to the list of satisfied users too. Write us.

**STRONG & NORTHWAY MFG. CO.**  
MINNEAPOLIS, MINN.



## Bowsher's All-Around Feed Mill

(Sold with or without sacking elevator)



It CRUSHES ear corn (with or without shucks) and GRINDS all kinds small grain and KAFFIR IN THE HEAD. Has CONICAL shaped GRINDERS. DIFFERENT FROM ALL OTHERS. RUNS LIGHT. Can run EMPTY WITHOUT INJURY. Ahead of rolls or stones in speed and quality of work.

YOU NEED a mill now. QUIT THINKING about it. COMMENCE to investigate. Give US a chance and we'll tell you WHY we think ours is the best.

SEVEN SIZES: 2 to 25 H. P.  
Circular sent for the asking.

Drive pulley overhung. Belt to it from any direction. Makes complete independent outfit.

**THE N. P. BOWSHER CO., South Bend, Ind.**

## The Hall Signalling Distributor and Non-Chokable Boot

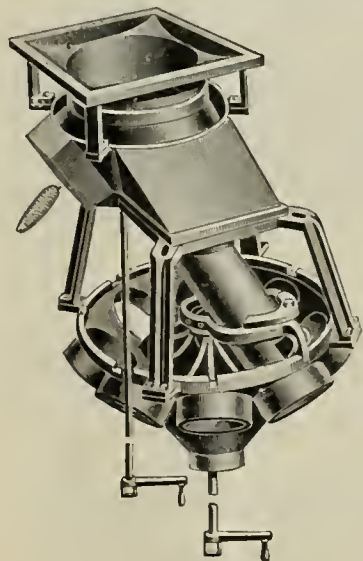
**THEY ARE SO CONVENIENT**

Just turn into the Boot all the grain you can get into it. Keep the gate wide open.  
Set the Distributor by the dial, to the right bin.  
That's all there is to do until the job is done, and it will be done in half the usual time.

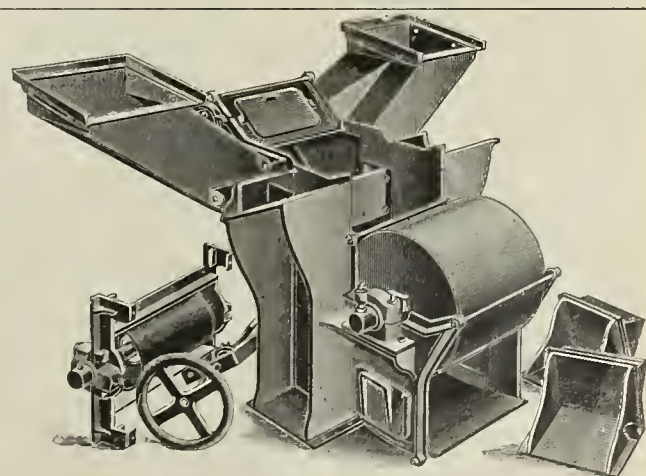
Nothing to do in the pit or in the cupola. Stay right on the working floor and take a seat. Our system looks after everything better than you can.

**CONVENIENCE is ECONOMY**

**HALL DISTRIBUTOR CO.**  
506 FIRST NATIONAL BANK & OMAHA, NEBR.



Hall Signalling Grain Distributor.  
Non-Mixing.

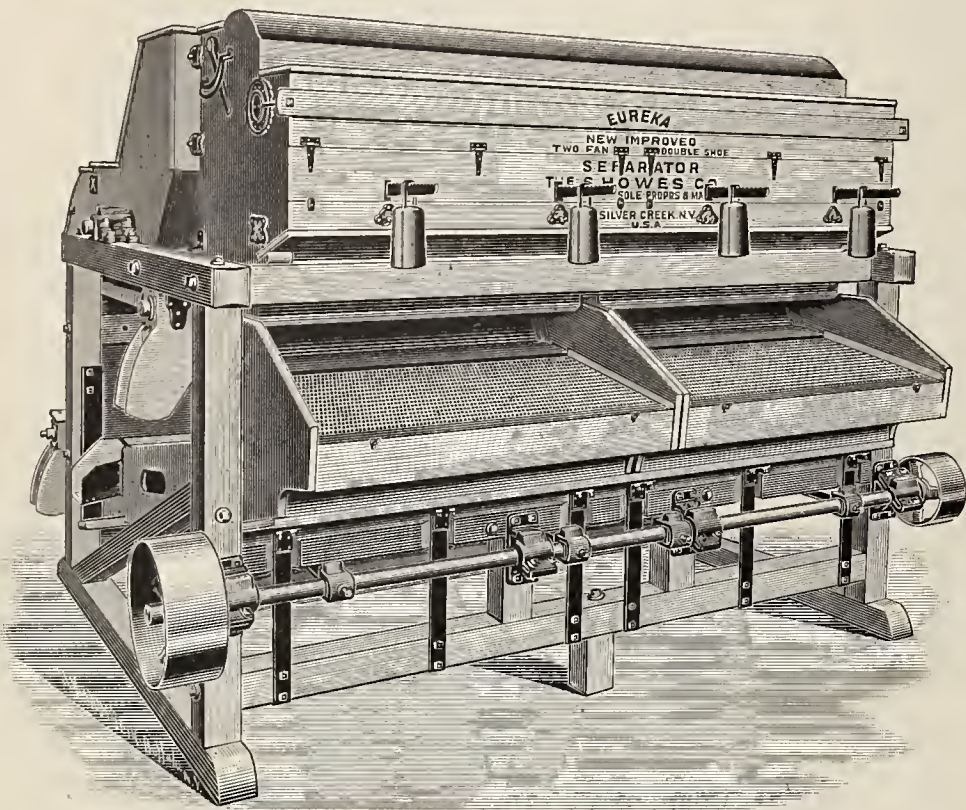


Hall Unchokable Boot. Non-Chokable.





# THE "EUREKA"



## Counterbalanced Two-Shoe Cleaner

**Smoothest Running Machine Ever Built**

Has two complete shoes running side by side, driven from the same shaft.

Has two perfect air separations, large sieve surface and great capacity.

Write for particulars:

The "Eureka" Oat and Wheat Clipper and Cleaner clips thoroughly and economically.



## THE S. HOWES COMPANY

**EUREKA WORKS.**

ESTABLISHED 1856

**SILVER CREEK, N. Y.**



202 Traders Building, Chicago, Ill.  
3 Pearl Street, New York City.

BRANCH OFFICES: 5 Chamber of Commerce, Minneapolis.  
64 Mark Lane, London, England.

**MILLS  
FOR ELEVATORS**  
*ALL KINDS ALL PRICES.*

**BURR  
GRINDERS**



**IRON  
GRINDERS**

**FOR  
COB FEED  
CHOP FEED  
TABLE MEAL**

**RICHMOND CITY MILL WORKS**

**RICHMOND  
INDIANA**

**NO SHAKE, NO TREMBLE—Steadiness Itself.**

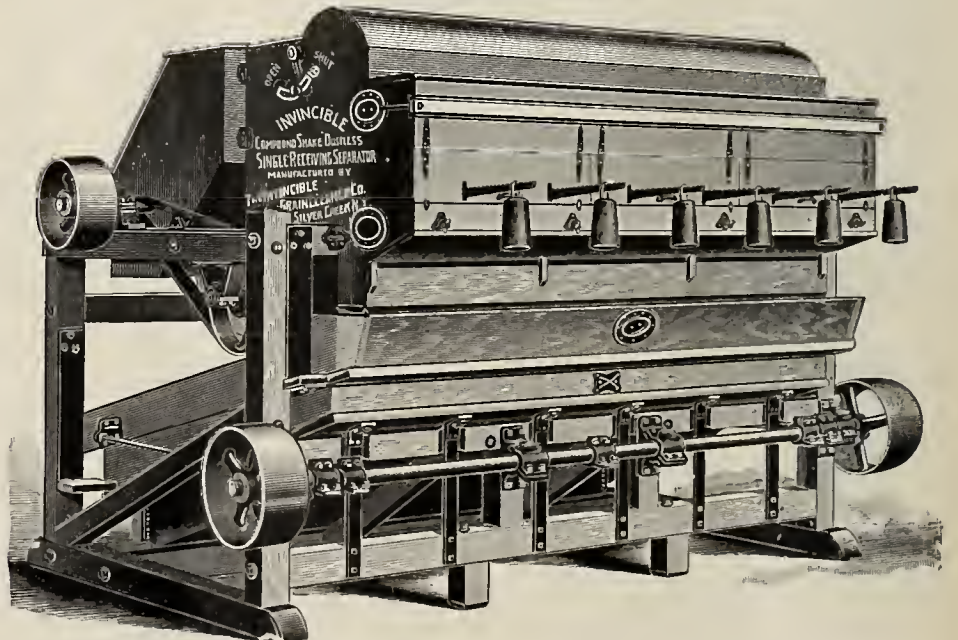
## The Invincible Compound-Shake Separators

Can be placed anywhere in the elevator.

They never shake the building but stand as steady as a rock.

Their work is perfect.

Write for latest catalogue.



## Invincible Grain Cleaner Company,

**SILVER CREEK, N. Y., U. S. A.**

Also Manufacturers of the

**Needle Screen Gravity Separator and Spiral Belt Separator.**

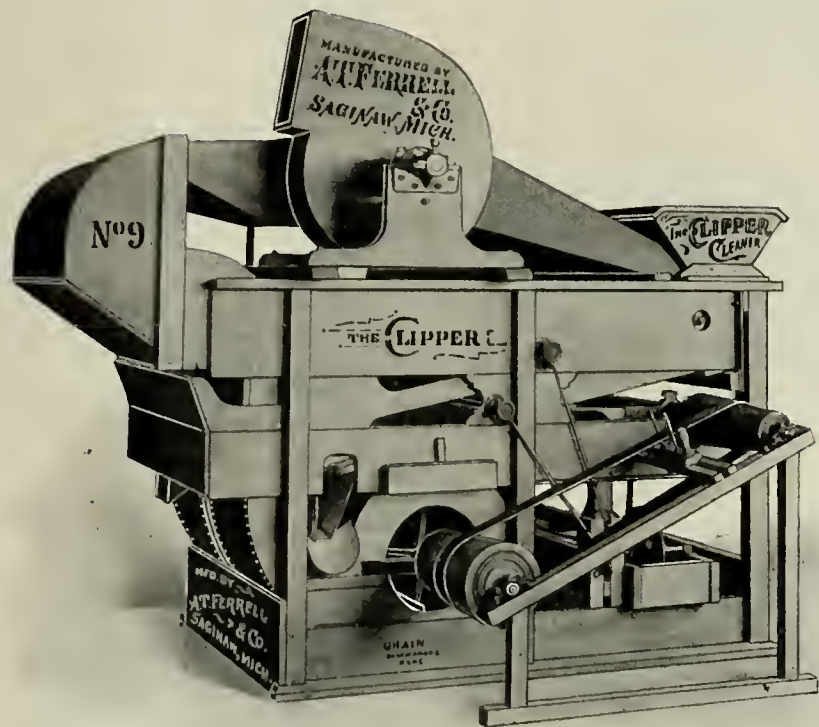
REPRESENTED BY

W. J. Scott, 94 Traders' Bldg., Chicago, Ill. Edward A. Ordway, 612 Exchange Bldg., Kansas City, Mo.  
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N. B. Trask, Lochiel Hotel, Harrisburg, Pa.



# The Clipper Grain and Seed Cleaners

No. 9 Brush and Dustless Clipper Cleaner with Special Air Controller : : : : :



THE No. 9 Special Cleaner shown in cut has no equal for handling all kinds of seeds and grain. It will clean Timothy, Clover, Millet, Red Top, Blue Grass, Flax or any other seed to perfection, and it will handle all kinds of grain equally as well.

Our Traveling Brushes are of great advantage, as they keep the screens from clogging, thus saving the constant attention of the operator, and the work of the machine is always the same. After the Cleaner and Traveling Brushes are once regulated, the machine will run without any attention except oiling and adjusting occasionally. The results secured will greatly exceed anything that can be done on a machine without the brushes.

The Dustless Attachment on this machine not only takes care of all the dust from the air blast, but is so arranged that the stock passes through a short suction leg as it goes from the hopper to the screens, drawing off all light chaff, silks, dust, etc., before reaching the screens.

The Special Air Controller makes it possible to regulate the Blast to exactly meet the requirements of the stock, which is of great importance in cleaning fine seeds.

All machines shipped on thirty days' trial, satisfaction guaranteed. The Clipper will require very much less power than any suction cleaner of equal capacity, and in addition is a first-class combination Cleaner.

Write for our new catalogue, which is now ready.

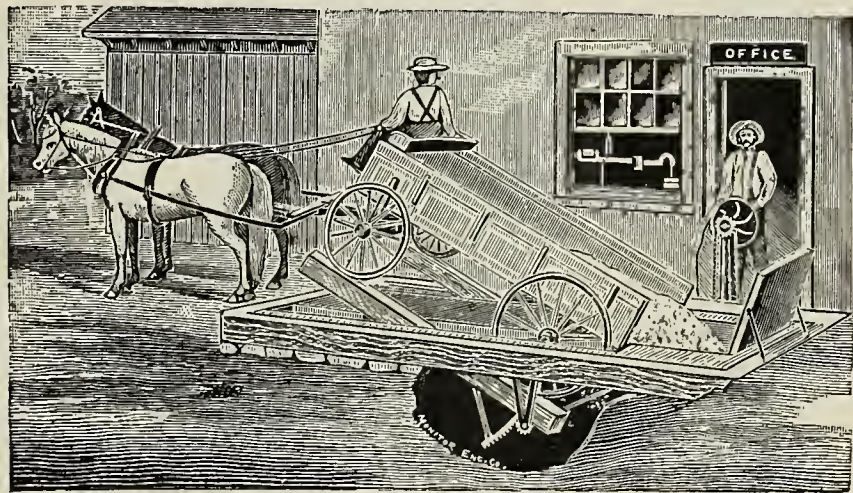
**A. T. FERRELL & CO., SAGINAW, MICH.**

## DRYING GRAIN BY NATURE'S OWN METHOD

Means something more than merely kiln drying it. It means the putting of every kernel into its normal condition. You can do this, but only in a Paine-Ellis Drier. It will handle with equal facility grain containing 50 per cent moisture to that simply damp and musty. It will operate successfully and rapidly at a temperature as low as 110 degrees; a point that practical millers and elevator men will appreciate. Adapted to a wide range of usefulness. Millions of bushels successfully handled annually. Write us for particulars. :: ::

**The Paine-Ellis Grain Drier Co.**  
53 Chamber of Commerce, Milwaukee, Wis.

## Gold Dollars



At FIFTY CENTS apiece are CHEAP, but they do not represent a better investment than we offer the "elevator and grain trade" in our

## Controllable Wagon Dump.

WINCHESTER, ILL., February 4, 1899.

MESSRS. SAVAGE & LOVE CO., Rockford, Ill.

GENTLEMEN:—Your favor of the 28th ult. received and noted. Last July I put one of your Controllable Wagon Dumps in a Fairbanks, Morse & Co.'s 22-ft. scale, and it has given me entire satisfaction in every respect. In this locality the bulk of grain is as yet handled in sacks, and by tipping the Dump about one-half it makes a nice slant, making it very easy to pull the sacks to back end of wagon, where strings are cut and grain runs out into bin below. Every farmer, without exception, speaks in glowing terms of the merits of this Dump. In unloading loose grain from wagon there is no dump that will equal yours in being easily handled and always under control of operator. No scaring horses, no dropping of wagon and no noise. I consider a grain elevator incomplete without the Savage & Love Controllable Wagon Dumps.

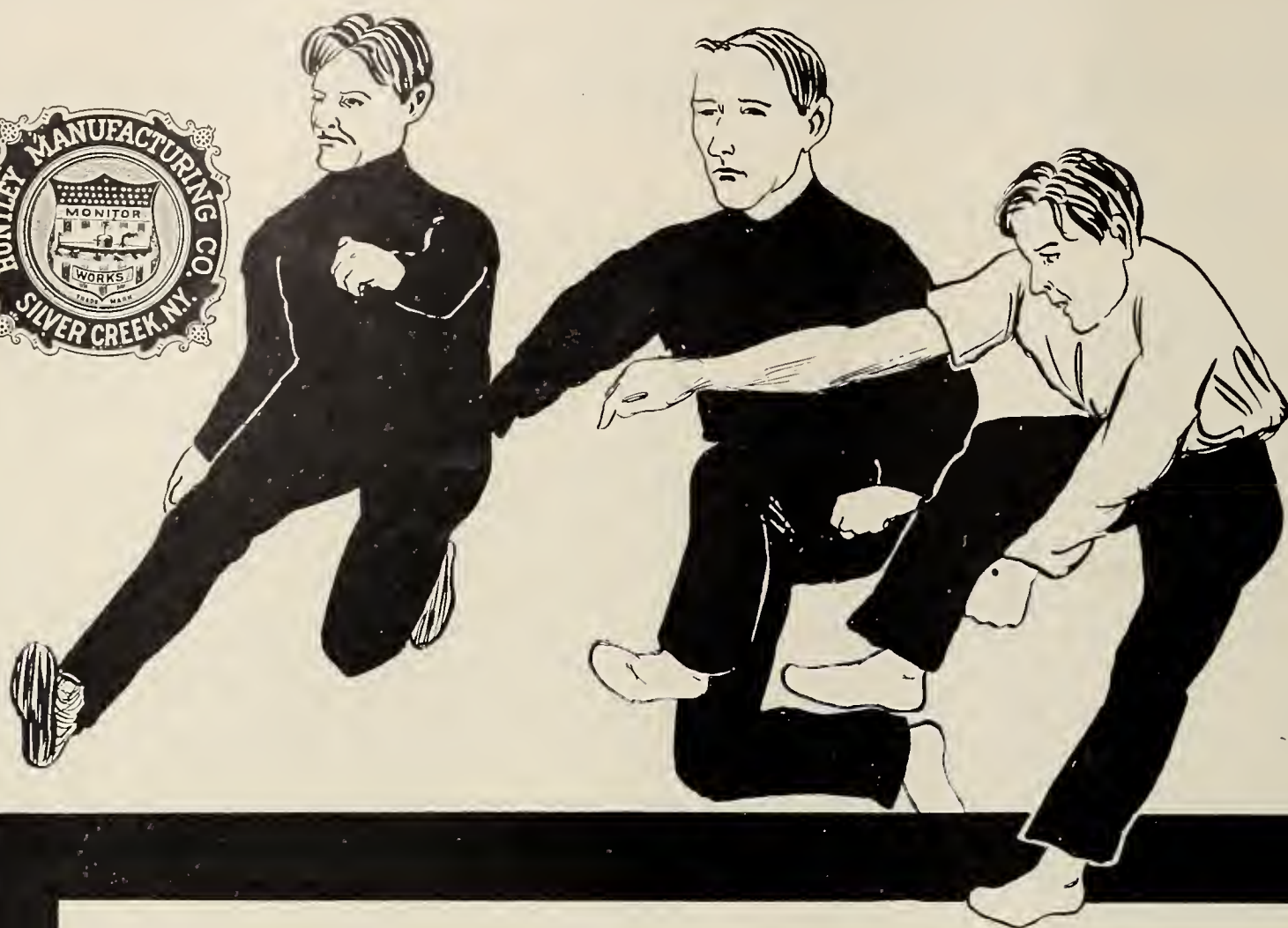
Yours truly,  
M. C. WOODWORTH.

MANUFACTURED ONLY BY

**THE SAVAGE & LOVE CO., Rockford, Ill.**

FAIRBANKS, MORSE & CO., St. Paul, Minn., Northwestern Agents.





## The Cleanest Grain

The goal, which everyone engaged in the elevating and grain handling trade seeks, is attainable if you use Monitor Cleaning Machinery.

There is one way to have the cleanest grain and that's by using Monitor Machinery.

**Monitor Air Separations** make the surest method of securing the cleanest grain.

We say so and are ready to demonstrate the claim by the machines in actual performance.

Write us to-day for information concerning the Monitor Line which includes Monitor Warehouse and Elevator Separators, Smutters and Flax Cleaners, Oat Clippers, Seed Cleaners and kindred Elevator Machinery.

## HUNTLEY MANUFACTURING CO.

SILVER CREEK, NEW YORK

Remember that we build all types of Separators—compound shaking if so desired—also are equipped with the latest improved machinery for building large separators, and oat clippers of all steel construction of the latest type. Estimates for these types of machines, of any capacity desired, cheerfully furnished at any time.

### BRANCH OFFICES

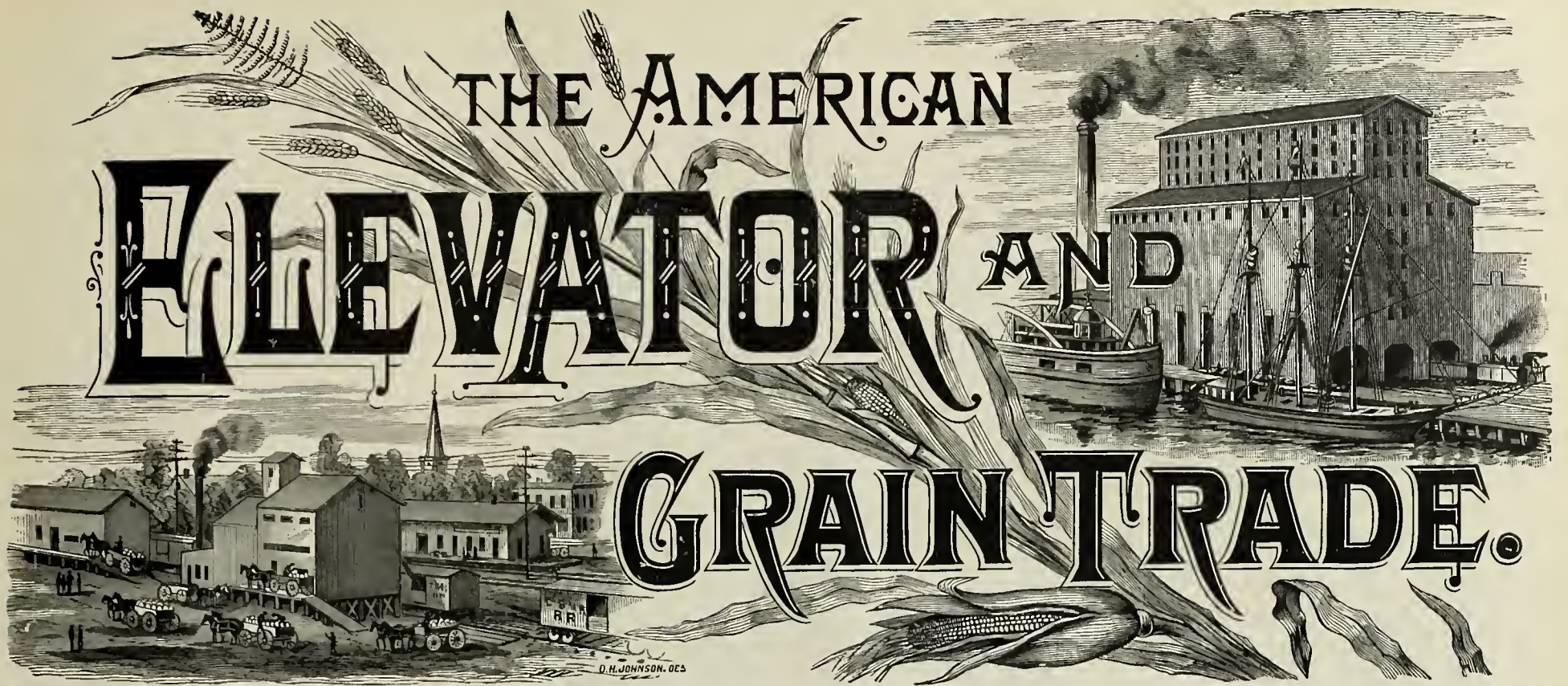
302 TRADERS' BLDG., CHICAGO  
F. M. Smith, Mgr.

418 THIRD ST., S., MINNEAPOLIS  
A. F. Shuler, Mgr.

121 FRONT ST., NEW YORK  
J. W. Perrine, Mgr.







A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY  
MITCHELL BROS. COMPANY  
(INCORPORATED).

Vol. XXII.

CHICAGO, ILLINOIS, SEPTEMBER 15, 1903.

No. 3.

{ ONE DOLLAR PER ANNUM,  
SINGLE COPY, TEN CENTS.

### CONVENTION CITY, 1903.

The flour mills have made Minneapolis the Queen City of the Northwest. It was the flour millers who developed the great water power of the Falls of St. Anthony, around which the city is built; and to the flour mills all the other industries have been added. Even the wheat fields and, later, the grain market of the city, were developed by the mills; the wheat came to the mills instead of the mills going to the wheat.

Flour was first ground at Minneapolis in a commercial way in 1851 in a mill of one run of stones, built by Richard C. Rogers on the east side of the Mississippi River. The soldiers at Fort Snelling had, however, as millers, anticipated Mr. Rogers by at least thirty years. In 1854 the first merchant mill was built by John Rollins, John Eastman and R. P. Upton. Although it was only a three-run mill, there was not enough wheat raised in the vicinity of the mill to supply its needs, and the grain was brought up the river on steamboats from Iowa and Wisconsin. However, only a very few years were needed to devel-

op wheat raising in the vicinity of Minneapolis sufficiently to supply the mills. In 1858 the first shipment of flour was made to the eastern market. In 1859 Eastman & Gibson's "Cataract Mills" was built on the west side. In the meantime, Wm. D. Washburn, a lawyer by education, had been managing the west side water power, which he developed on a magnificent scale. Then came the Civil War—at once stimulating and destructive, building up the industries of the North as it wiped away the patriarchal civilization of the South, during the

course of which period the virtues of the hard spring wheat flour became known of men; and Minneapolis became a considerable spot on the map.

By the early 70's Minneapolis had a strong group of mills owned by a most progressive body of men—men like Pillsbury, Washburn, Crosby, Dunwoody, Christian and Loring, under whose manage-

ment of output in barrels:

1890.....	6,988,830
1891.....	7,877,947
1892.....	9,750,470
1893.....	9,377,635
1894.....	9,400,535
1895.....	10,581,635
1896.....	12,874,890
1897.....	13,625,205
1898.....	14,232,595
1899.....	14,291,780
1900.....	15,082,725
1901.....	16,021,880
1902.....	16,260,105

The exportation of Minneapolis flour reached its maximum, 4,702,485 bbls., in 1900.

Although the milling industry of Minneapolis employs some \$15,000,000 of capital, the actual number of companies is small, the modern tendency toward consolidation having been felt there since the first syndication of American milling and brewing industries by English promoters in 1889; so that to-day the companies and mills operating at St. Anthony's Falls may be classified as follows (daily capacity indicated in barrels):

The Pillsbury-Washburn Flour Mills Company—	
Pillsbury "A" (largest flour mill in the world).....	15,000
Pillsbury "B".....	7,000
Anchor .....	3,500
Palisade .....	4,000
Lincoln .....	1,650
Total .....	31,150
Northwestern Consolidated Milling Company—	
"A" .....	3,800
"B" .....	2,500
"C" .....	2,200
"D" .....	2,700
"E" .....	2,000
"F" .....	2,100
"G" .....	1,700
"H" .....	1,000
Total .....	18,000



A GLIMPSE OF LORING PARK, HENNEPIN AVENUE, MINNEAPOLIS.

ment there came a period of stupendous development, following the introduction of the middlings purifier, the roller process and other improvements which have revolutionized the flour milling industry; while out in the wheat fields of the Northwest the demand for the hard spring wheat created the self-binder and other inventions in farm machinery, which revolutionized the growing of wheat. The great reduction in cost of raising and grinding wheat, together with the improved transportation facilities and the wide advertising of the merits of





BIRD'S-EYE VIEW OF BUSINESS DISTRICT OF MINNEAPOLIS, SECURITY BUILDING IN FOREGROUND.

The Washburn-Crosby Company—	
Washburn "A".....	10,337
Washburn "B".....	3,199
Washburn "C".....	8,101
Washburn "D".....	2,915
Washburn "E".....	2,964
Total .....	27,516
Cataract-Barber Milling Company.....	1,000
Phoenix-Phoenix Mill Company.....	600
Dakota-National Milling Company.....	600
Christian—George C. Christian.....	1,650
Total .....	3,850
Grand total capacity.....	80,516

The grain business in Minneapolis is the direct outgrowth of the milling industry, and is still dominated, though not controlled, by it. The first grain bought or sold in the city was hauled in in wagons and sold to the millers by the farmers. But the early merchant mills were always buyers of wheat in Iowa and Minneapolis, which was delivered by the Mississippi steamboats. While this condition did not last long—for President J. J. Hill is authority for the statement that the Minnesota Valley began to export wheat from the state as early as 1857—yet it was not until after the close of the Civil War and the frontier had pushed out more than a hundred miles westward from Minneapolis that the railroads began to bring wheat into the city faster than the mills could grind it. The millers still controlled the trade, however; and it was many years after that before the commission men of the city got on an equal footing with the mill owners as buyers of wheat; for the Chamber of Commerce (without the millers as members) was not organized until 1881, and even in that year the amount of grain received by Minneapolis not ground in her own mills was only 514,250 bushels.

But after 1880 the Northwest developed agriculturally very rapidly; and as it became clear that more wheat would be raised in Minnesota and the Dakotas than could be ground at Minneapolis under ordinary conditions, the grain men set to work to develop the shipping demand. So successful were they that in 1882 over two million bushels went out and since then the volume of the shipping business has varied with the crops and the demand of the local mills. As high as 21,000,000 bushels have been shipped in one year. The average shipments for the past fifteen years have been about 12,000,000 bushels. Since 1886 the receipts and shipments by years have been as follows:

	Receipts.	Shipments.
1887.....	45,504,480	12,347,440
1888.....	44,552,730	11,141,100
1889.....	41,734,095	12,577,370
1890.....	45,271,910	12,173,370
1901.....	57,811,615	20,083,505
1892.....	72,727,600	21,161,010
1893.....	57,890,460	14,947,900
1894.....	55,000,610	7,119,820
1895.....	65,436,390	12,941,620
1896.....	79,568,870	9,350,190
1897.....	72,301,530	12,175,370
1898.....	77,159,980	15,186,470
1899.....	87,961,830	14,763,490
1900.....	83,312,320	10,937,010
1901.....	90,838,570	11,469,570
1902.....	88,762,120	11,770,170

Notwithstanding the palpable importance of Minneapolis as a market it was not until 1885 that the

mossbacks of the New York Produce Exchange—always the tail-enders in such matters, too provincial to see further westward than the Jersey hills or the Palisades of the Hudson—admitted Minneapolis receipts to the "Visible Supply" statement or the Associated Press reported the quotations of the Minneapolis Chamber of Commerce; and this too in the face of the fact that in 1885 the receipts of wheat at Minneapolis exceeded those of Chicago, Duluth-Superior, New York, Milwaukee, Kansas City and all the older markets, and never, since that year, has any other primary market come anywhere near the Minneapolis volume of trade in wheat.

The first wheat sold in Minneapolis was delivered in bags, after the manner of the time. The first elevator was that built in 1867 by the Union Elevator Company, W. W. Eastman, manager, at Washington and Ninth Avenues S., with capacity of 130,000 bushels. The Pacific Elevator, Washington and Fourth Avenues N., came next. It was built by W. F. Davidson in 1868 and had storage capacity of only 85,000 bushels, although its handling capacity was large—in one year it turned over a million bushels. After that the big elevators came in rapid succession, until at this time the list of elevators in the city would be substantially as follows:

ELEVATORS UNDER CHAMBER OF COMMERCE RULES.

	Bushels.
Atlantic .....	500,000
"B," Como.....	750,000
"C" .....	1,000,000
Crescent .....	400,000
Electric Steel.....	1,600,000
Exchange .....	400,000
Great Eastern.....	1,050,000
Great Northern, No. 1.....	1,500,000
Great Western, No. 1.....	550,000
Great Western, No. 2.....	1,000,000
Interior, No. 1.....	1,750,000
Interior, No. 2.....	250,000
Interior, No. 3.....	1,000,000
Inter-State, No. 1.....	700,000
Inter-State, No. 2.....	1,000,000
"K" .....	350,000
Midway, No. 1.....	570,000
Midway, No. 2.....	600,000
Monarch .....	1,250,000
Northwestern, No. 1.....	900,000
Pillsbury .....	550,000
Pioneer Steel.....	1,600,000
Republic .....	1,750,000
Shoreham .....	750,000
Standard .....	500,000
Star .....	2,250,000
Union .....	2,300,000
Victoria .....	500,000
Woodworth .....	1,250,000
"A" .....	600,000
Mississippi .....	100,000
Total .....	29,270,000



BIRD'S-EYE VIEW OF THE MILLING DISTRICT OF MINNEAPOLIS.



## ELEVATORS OPERATED UNDER THE STATE WAREHOUSE LAWS.

	Bushels.
Great Northern, No. 2.....	750,000
St. Anthony, Nos. 1 and 3.....	3,650,000
Northwestern, No. 2.....	100,000

Total capacity under state laws..... 4,500,000  
 Total capacity under Chamber of Commerce rules ..... 29,270,000

Total capacity regular elevators..... 33,770,000

## PRIVATE ELEVATORS.

	Bushels.
St. Anthony, No. 2, W. G. Ainsworth.....	300,000
Elevator "B," C. M. & St. P. Ry.....	1,300,000
Diamond Elevator—Diamond Elevator and Milling Company.....	100,000
Brooks-Griffith Company elevator.....	125,000
The Gee Grain Company.....	20,000
Stewart Elevator—J. R. Stewart.....	100,000
Lahart Elevator.....	100,000
Elevator "T," Spencer Grain Company.....	200,000
Minnehaha Elevator.....	30,000

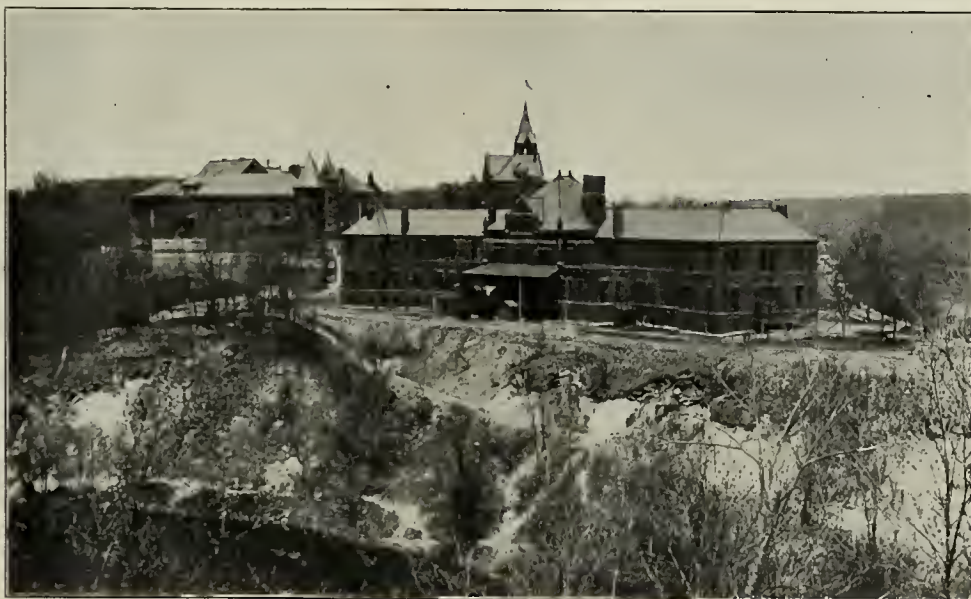
Total private..... 2,275,000  
 Total regular..... 33,770,000

Grand total capacity..... 36,045,000

These houses are of all sorts and varieties as regards construction; but among them may be seen typical elevators of the most modern sort, either as regards equipment for handling and cleaning or in respect to materials of construction, such as steel, brick, tile and concrete, the tendency there as elsewhere being in terminal elevator construction to get away as rapidly and as far as possible from the elevator that may be destroyed by fire; and in this aim, no plausible idea has been left untested by Minneapolis elevator owners.

Wheat has long since ceased to be the only grain marketed at Minneapolis, the statistics of the past six years showing the following receipts, in bushels:

Crop—	Corn.	Oats.	Barley.	Rye.	Flaxseed.
1897.....	5,121,000	12,157,000	1,683,000	961,000	2,502,000
1898.....	7,990,000	12,617,000	1,852,000	991,000	3,206,000
1899.....	4,930,000	8,615,000	2,974,000	549,000	4,110,000
1900.....	9,266,000	12,909,000	4,277,000	814,000	7,180,000
1901.....	4,055,100	7,757,200	5,248,400	1,160,000	7,431,000
1902.....	3,235,360	12,066,490	7,780,680	1,042,010	8,166,400



SOLDIERS' HOME ON THE BANK OF MISSISSIPPI RIVER.

In fact, "the grain business of Minneapolis has become one of the most important interests of the city. In its various branches it employs vast capital and an army of workers. It has reached out into every part of the great northwest and controls great numbers of country elevators. Many of the Minneapolis firms have branch offices in Duluth and



SMOKING ROOM, MINNEAPOLIS CHAMBER OF COMMERCE.



ST. ANTHONY'S FALLS, MINNEAPOLIS, SHOWING APRON OF DAM AND ISLAND.

Chicago and are members of the boards of trade of those and other cities; and the business is one which, in the nature of things, must continue to grow in importance from year to year."

The Chamber of Commerce of Minneapolis was organized, on the suggestion of Col. Geo. D. Rogers, always its secretary, on October 19, 1881, when the

fidently add its many attractions as a metropolis. In early October, if the fates be kind, the weather should be glorious, and nature all beauty under its "gold and crimson pall," when—

"With a rustle and a whir,  
 And a sad and solemn stir,  
 The leaves are drifting down."

Aside from its streets and buildings and its many and varied industries, few cities have so picturesque environs. It is surrounded with lakes, there being over 200 within a radius of 25 miles—there are perhaps a score within the city limits, many of which are utilized as parts of the city park system; and every part of the environs improved for pleasure purposes or offering historical or scenic features interesting to the visitor and sight-seer are accessible by quick-moving trolley at nominal cost only—such as the famous Minnehaha Falls, the beautiful chain of lakes in the southwestern part of the city, the University in the heart of the city, on the east bank of the river, and beyond that, to the northeast, toward St. Paul, the Fair Grounds, the Agricultural Experiment Station, Como Park, the state capitol in St. Paul, White Bear Lake, Fort Snelling and the Soldiers' Home on the Mississippi, Washburn Home, the Reservoir, and so on, to say nothing of the beautiful residence streets of both Minneapolis and St. Paul, the steamer trip up the Mississippi above St. Paul to the Soldiers' Home, or the longer trip to the beautiful Lake Minnetonka, fourteen miles from Minneapolis.

The grain dealer, therefore, will have much to entertain himself with during his leisure hours between sessions of the Association; and he should take his family with him to enjoy these beautiful twin cities of the Northwest. A "Dictionary" of the city will tell him all there is to see, and the admirable folder of the C., St. P., M. & O. Ry. (North-Western Line), entitled "How to See St.



FORT SNELLING BETWEEN MINNEAPOLIS AND ST. PAUL.

The importance of the grain and milling interests are quite sufficient to warrant holding the annual mass meeting of the Grain Dealers' National Association in Minneapolis. To these the city may con-



Paul and Minneapolis," will provide mapped routes to all places of interest in and about both cities.

### O. T. HUYCK.

O. T. Huyck of Minneapolis, the new secretary-treasurer of the South Minnesota and South Dakota Grain Dealers' Association, is a native of Illinois, having been born at Franklinville, McHenry County. In 1861, at the age of five years, however, he removed to Prairiesburg, Linn County, Iowa, where he resided for nineteen years, during which time he obtained his education, taught school and worked on a farm.

In 1884 he went to Davison County, S. D., to engage in the grain business with the Bassett-Hunt-



O. T. HUYCK, MINNEAPOLIS.

ing Company, and has been connected with the trade ever since. Ten years spent with the Spencer Grain Company as traveling agent and superintendent of country elevators, gave him the personal knowledge of men and the trade which, with his previous experience as a grain buyer and a teacher, peculiarly fits him for his new line of work.

### CHIEF GRAIN INSPECTORS' ASSOCIATION.

The annual meeting of the Chief Grain Inspectors' National Association will be held, as provided by the by-laws of the Association, simultaneously with the Grain Dealers' National Association at Minneapolis on October 6, 7 and 8.

In this connection President Foering of this Association has issued the following circular letter addressed to the presidents of commercial bodies and railroad and warehouse commissions having control of local and state grain inspection systems:

"You have no doubt been already advised that a bill was introduced in our last session of congress, which provided for the placing of the control of the inspection and grading of grain in the different markets of the United States under the control of the national government.

"You have also been advised of the formation about two years ago of the Chief Grain Inspectors' National Association, the objects of which were declared to be the bringing about a more uniform classification of grain in the different markets of the United States, and a uniform phraseology of the rules under which they work. The justification of the endeavor of the government to control the inspection of grain lies in the fact that the present rules are not uniform, that they are interpreted differently by the inspectors in the different markets, causing confusion and misunderstandings in the trade generally, and particularly to the

foreign buyers. The endeavors of the Chief Grain Inspectors' National Association have been put forth to apply a remedy, none realizing more the need of uniformity than the inspectors themselves. The inspectors have done considerable work along this line, but so far have had very little support from those controlling the inspection departments. The remedy seems to lie entirely in the hands of the authorities in control; and I earnestly ask on behalf of our Association your support in our movement and work to the end that we may do away with any excuse the government may have for taking over the control of the inspection of grain.

"Your inspector has been invited to attend the meeting of the Association to be held at Minneapolis, Minn., Oct. 6, 7, 8, 1903, and I earnestly request that he be required to attend, instructed either by resolution or otherwise, on two points: First, condemning the taking over of the grain inspection by the government. Second, supporting the Chief Grain Inspectors' Association in their endeavors to bring about the more uniform phraseology of grades and classification of grain."

### CONGRESS OF CHAMBERS OF COMMERCE.

The fifth Congress of Chambers of Commerce of the British Empire was held in August at Montreal, and was attended by about 450 delegates. The first resolution adopted was the following:

This Congress affirms the principle that it is the duty of the self-governing Colonies to participate in the cost of the defence of the Empire; but the Colonies claim the privilege of their own initiative as to the nature and mode of help which they may agree to offer.

Subsequently a resolution was adopted committing the Congress to the doctrine of a British commercial policy "based upon the principle of mutual benefit, whereby each component part of the Empire would receive a substantial advantage in trade as a result of its national relationship due to consideration being given to the fiscal needs of the component parts of the Empire," and urging the appointment of a commission, composed of representatives of Great Britain and her Colonies and India, to consider the possibilities of thus increasing and strengthening the trade relations between the different parts of the Empire and the trading facilities within the Empire and with foreign countries."

Descending from the fog to practical things, the Congress on August 18 took up the matter of Canadian grain exports and the trade customs in connection therewith. Delegate Humphreys of Bristol, England, voiced the foreigners' complaints of the grain as received abroad, saying in part: "As you gentlemen of Canada know, we buy by cable on grades; with Russia we buy on sample. When we have your certificates on our side it is final. If we have a sample with Russia, we can go to arbitration if the thing is not correct. I only mention this point to show you how absolutely necessary it is that your certificates shall positively represent what you are selling and what you have to sell."

Other foreign delegates commented on the practice of mixing to make certificate grades. Alex. McFee, representing the port of Montreal, said in part:

"I may inform you that there is no Manitoba wheat whatever shipped from this port that is inspected here. Every bushel of Manitoba wheat that is exported from here is inspected before it leaves Fort William and from there it passes to the seaports of Montreal, Portland, Boston or New York to be exported to the markets on the other side of the Atlantic. I may say further, that at the port of Montreal there is no grading of Manitoba wheat. Once the wheat leaves Fort William it is not inspected until it reaches the markets of the old world. I may add another remark. There are certificates in the old country for the Canadian wheat that have been given in American cities; and to prove what I am saying now, I may tell you that during a visit to the port of Bristol I saw Manitoba wheat graded from the city of Phila-

delphia—a Manitoba wheat certificate dated Philadelphia. I will say right here that you should blame yourself in accepting Manitoba wheat certificates issued in a foreign country and not in Canada."

The following resolution, moved by Col. Denison of Toronto, was unanimously adopted:

"Whereas, The assurance of a constant and ample supply of food to the citizens of the United Kingdom in both peace and war, is a matter of the first importance for the security of the Empire; it is

"Resolved, That, in the opinion of this Congress, the food supply of Great Britain can be most safely relied upon by developing the output of her own territories to such an extent as to make her independent of supplies from foreign sources; and that to best achieve this end it is most desirable and necessary to divert, as far as possible, all of her able bodied surplus population, who will make useful citizens, to the shores of her dominions beyond the seas."

### J. H. McCUNE.

J. H. McCune of Ipava, Fulton County, Illinois, became proprietor of the extensive business operated by him even before he completed his college course, having studied at Amherst and taken his degree at the University of Chicago. On leaving college, he personally assumed control of the business, which consists in handling grain, seeds and lumber. He has two elevators with capacity of 30,000 bushels, and is about to add to his real estate improvements a hay warehouse 24x60 feet in size to handle hay as soon as that commodity is



J. H. McCUNE, IPAVA, ILL.

ready to market. Although he has competition in all lines he says he rather likes it—"It keeps us awake and draws trade."

Mr. McCune takes, as intelligent men ought to more generally, an active interest in local affairs and is a member of the village board in whom is lodged the village government. He is also president of the City Telephone Exchange, a strictly modern automatic system which is well patronized. By religious profession he is a Presbyterian, and is an elder in the local church. On May 14, 1903, he married Miss Eleanor Chambers, daughter of a well-known Jacksonville family.

Mr. and Mrs. Frank G. Logan, it is announced, have decided to present to the Chicago Art Institute galleries a picture by Hobbema entitled the "Water Mill," valued at \$25,000. Hobbema, a contemporary of Rembrandt, is one of the most famous of the old masters. Samples of his work on exhibition in this country are said to be few. The painting in question is a landscape with an old mill in the foreground. It is said to be one of the best Hobbemas extant. For several years it has been on exhibition in the "old masters' room" in the Art Institute, and was admired so much that the directors were hopeful that it would be added some day to the permanent collection.



## SOME RAILROAD PROBLEMS OF THE TRADE: EMBARGOES—BILLS OF LADING.

[From an address by John B. Daish of Washington, D. C., to the third annual convention of the Michigan Hay Association at Battle Creek.]

Another transportation subject requiring judicial interpretation is the right to embargo all freight or a particular class for a certain indefinite or determined length of time. I have said that a carrier must take all freight tendered. This presumes two things: First, that the transportation company is a common carrier of the commodity offered; and, second, that the goods are tendered in a proper way; namely, in the usual manner and in the ordinary course of business. One cannot put goods upon a platform of a carrier and leave them there expecting the transportation company to look out for them. Again, a carrier must take the commodities offered in proportion to its ability to do business. A carrier must provide itself with sufficient facilities, but it cannot be expected to foresee sudden and unusual demands.

You are well aware that it has been the custom in recent years to refuse to take certain classes of freight from connecting lines or even from shippers on the line of the terminal carrier. At various times these embargoes have been placed sometime one against a particular city for one commodity, or against a larger territory for one or more commodities. The excuses offered for such action have been that there was a glut of the particular commodity at destination or such a general glut of freight that the carrier is unable to handle the business offered. Such embargoes must of necessity result in discriminations against persons, against commodities and against localities; and frequently this discrimination covers all three classes at one and the same time. The system is certainly pernicious and ought not be allowed; but, the question might well be asked, how can it be prevented?

If the times be prosperous, large tonnage is moving and there is a shortage of transportation facilities, either in cars or in motive power, what can be done by the carrier? I have as yet heard no satisfactory answer to such a question. The question is not unreasonable and can be asked with propriety. Unfortunately, the cupidity of human nature is such that those articles are embargoed which produce, or are thought to produce, little revenue. Yet the business interests of a trade, locality or person, can be demoralized by the stroke of the pen of any traffic manager of one of the larger railways. As I have said, the question is undecided. One may frequently compel the receipt of goods or the carriage of them by mandamus, but the action of the court is often thwarted by the removal of the embargo by the carrier.

Some recent decisions would indicate that the rights of the shipper, under the order bill of lading, are not what one usually supposes. In the case to which I refer: A consigned a carload of corn to his own order to notify B. Draft was drawn in the usual way, but B did not pay the same. The carrier delivered the goods, however, to B, and A brought an action to recover the value of the corn, not relying upon his contract, as provided in Section 9 of the uniform bill of lading, but waiving the contract, he sued for the tortious delivery of the car to B; but it appeared in evidence that A did not intend that he, A, should receive the corn at destination, but it was intended that B should receive it. Of course, it was also intended that B should pay the draft. Having waived the contractual relation existing between himself and the carrier, the court held that the carrier was not responsible for the wrong or loss in delivering to B. This matter may need some explanation, as A lost his suit, not by reason of the contract, but by bringing his action in an inappropriate way. Had he sued on the bill of lading contract, he surely would have recovered. The question decided was not the right of A to recover, but the right of A to recover for the alleged wrongful delivery.

While I am on the subject of order bill of lading

I wish to caution you concerning a necessity of having these documents in proper shape. In many sections of the country it is customary to take a scrap of paper with a few illegible markings of a blunt pencil and call it a bill of lading. I have seen innumerable cases in the East where parties have drawn drafts against the duplicate bill of lading, and there is no end of trouble arising from such negligence. A carrier will not deliver on the duplicate, the receiver ought not to pay draft, and the shipper should not become angry if his draft is protested under such circumstances. If one of you were to take a check or note of another, you would look carefully into the document to see that it was properly dated and signed and filled in, even though you were taking in hundreds per day. Yet, many are inclined to take and do take a flimsy, half-filled-in piece of paper, by transmission of which title is changed from one party to another of the value from one hundred and fifty dollars to six hundred dollars, little caring as to date, description of property, destination or signature of the agent of the carrier. There is no more important matter which can be brought before your association than to have these emblems of title properly filled in and signed. Strong recommendation to your members not to send East a bill of lading until it shall have contained all the essential ele-

weigh not less than 57 pound to the measured bushel."

The change is in the last sentence, which heretofore read, "must be composed equally of the hard and soft varieties."

### S. D. KINSEY, CROSWELL, MICH.

At a station where hay is a much more important commodity to the shipper than grain, the hay barn takes precedence of course; yet for a house that handled last year only 25 cars of grain, the elevator portion of the premises of S. D. Kinsey of Crosswell, Sanilac County, Mich., is very well equipped indeed. Its storage capacity is only five cars of grain, but it has an 8-horsepower Ohio Motor (gasoline engine), Clipper Cleaner, Buffalo Hopper Scales for grain and wagon scale for hay.

The combined building is 35x175 feet in size and occupies a site on the opposite side of the highway from the Pere Marquette R. R. main track. The hay storage capacity is 30 cars, with floor space to inspect and grade five cars of hay simultaneously. The hay shipments last year were about 350 cars.

During the year Mr. Kinsey handled also about seven carloads of farm machinery, including one hundred hay loaders, as well as a considerable



HAY SHED AND GRAIN ELEVATOR OF S. D. KINSEY, CROSWELL, MICHIGAN.

ments, if properly observed, will place the Michigan shippers far above the shippers of other states. At the present you are no exception to the rule. I do not believe that you are any better or any worse than your brothers of the same trade in other localities, and I urge upon you, as business men, exercising care in the handling of negotiable instruments, that you exercise that same care in the handling of order bills of lading which are at least quasi-negotiable.

### REJECT THE PERCENTAGE IDEA.

At the meeting of the Minnesota State Board of Grain Appeals at St. Paul on September 1, the Board listened to Mr. Carl S. Scofield, of the Agricultural Department, who explained his method for grading grain on the percentage system by which the amount of moisture and impurities are definitely fixed and the term "reasonably dry" abolished. The Board, as it was announced two days in advance of the meeting they would do, "turned down" the suggestions.

F. L. Greenleaf was elected general chairman and E. H. Pugh, general secretary. The other members present were J. K. Stone, A. C. Abby, T. J. Lally and G. J. Strang. Messrs. Greenleaf, Abby and Lally representing Minneapolis, and Pugh, Strang and Stone, Duluth.

The only change in the rules was that in regard to grading No. 1 Northern, which will make it read as follows:

"No. 1 Northern spring wheat must be sound and well cleaned. It may be composed of the hard and soft varieties of spring wheat, but must contain a larger portion of the hard varieties and must

quantity of small seeds. Considering that he has built up his trade in only four years' time, Mr. Kinsey is entitled to congratulations.

### MORE ELEVATORS IN MINNESOTA.

Elevator licenses in Minnesota became renewable on September 1; and in spite of lugubrious talk of crops, the number issued during the first few days of the month was unprecedentedly large. The supervising inspector of country elevators reported 1,275 licenses taken out by night of Sept. 2, against 1,549 for the entire season 1901-2, and 1,593 for season of 1902-3.

"In view of the erection of new houses, and the opening of the number of the old, which were closed last year," he said, "I expect that the number of licenses issued for the year 1903-4 will far exceed the number of any previous year. There is a number of elevators in the northern part of the state which were closed last year on account of the failure of the crops in that region from hailstorms. All of these are going to open again and do business."

The broom corn yield this season is estimated at 38,500 tons, of which Illinois will have 7,000 tons; Oklahoma, 15,000; Kansas, 5,000, and other states, 1,500. With 1,500 tons carried over, this would make a supply of 30,000 tons for the year, or 10,000 tons short of demand. The acreage in Illinois is 2,679, against 7,567 last year. In Oklahoma there is an increase of 15 to 25 per cent, and in Kansas a decrease from 40,000 acres last year to 25,000 acres. There was also a reduction in Missouri.



### THE NO. 77 CLIPPER.

The No. 77 Clipper Cleaner is a grain and corn cleaner of 500 to 600 bushels' capacity per hour. It has a screen surface 42 inches long and 68 inches wide, with screens made in two sections for convenience in handling, each section being 34x42 inches in size.

This machine is adapted to handling corn, oats, wheat, rye and all coarse grains, and with proper screens will handle seeds equally as well. It requires from one to two horsepower on seeds and two to three horsepower on grains. It has the triple air-drum, which insures uniform air separations. It is shipped on approval by the manufacturers, A. T. Ferrell & Co., Saginaw, Michigan.

### COMMERCIAL GRADING OF GRAIN.

[From Bulletin No. 41, Bureau of Plant Industry, U. S. Dept. of Agr., entitled "The Commercial Grading of Grain," by Carl S. Scofield, expert grain investigator.]

The business of buying and selling grain is one of enormous importance in this country. The production of breadstuffs is not the only thing to be considered in supplying the world with food. It is necessary that the raw material be moved to the points where it is needed and in most cases it must be milled before it is consumed.

The business of moving this grain from producer to manufacturer or consumer has been developed

is the largest quantity handled at that market. Practically all deals made on contract or for future delivery are on the basis of this contract grade, and it is the price of this grade that is given in the market quotations.

The determination of what may or may not be delivered as contract grade or any other grade is left to the inspection department, which acts as arbiter, guided by the general rules or customs of the market.

#### INSPECTION DEPARTMENTS.

Inspection departments are in most cases managed by the trade organization, independent of any outside control either on the part of the consumer on the one hand or of the producer on the other. However, in five states the grain inspection departments operating therein are under the control of the state, either through a board of railway and warehouse commissioners or through a special commission.

The question as to how these inspection departments should be controlled is a local one and of relatively small importance. As a rule they are supported by fees for services rendered, and are presumably composed of efficient and disinterested men. What these departments need more than a change in or uniformity of control is a greater uniformity in methods of work and in results. To attain this they must have more adequate equipment. They must have available such apparatus as is necessary to educate the judgment of the in-

be worth quite as much as if it had no defect, while for other purposes it would be worth less than the other lots merely on this account. It has therefore been difficult to make rules governing grades or to state grade requirements in a way that is definite and satisfactory. The men who have made these rules and definitions for grades have met this difficulty by resorting to the use of indefinite terms and obscure phrases, leaving the responsibility for their interpretation almost entirely with the inspector.

Following are the rules for grading corn recently recommended by the Chief Grain Inspectors' National Association for adoption by the trade organizations and commissions which control the inspection departments represented by these chiefs:

#### CORN.

No. 1 Yellow Corn shall be pure yellow corn, sound, plump, dry, sweet, and clean.

No. 2 Yellow Corn shall be 95 per cent yellow corn, dry, sweet, and reasonably clean, but not sufficiently sound or plump for No. 1 Yellow.

No. 3 Yellow Corn shall be 95 per cent yellow corn, reasonably dry, reasonably clean, but not sufficiently sound and dry for No. 2 Yellow.

No. 4 Yellow Corn shall be 95 per cent yellow corn, not fit for a higher grade in consequence of being of poor quality, damp, musty, or dirty.

No Grade Yellow Corn. (See general rule.)

No. 1 Mixed Corn shall be mixed corn, sound, plump, dry, sweet, and clean.

No. 2 Mixed Corn shall be mixed corn, dry, sweet, and reasonably clean, but not sufficiently sound and plump for No. 1 Mixed.

No. 3 Mixed Corn shall be mixed corn, reasonably dry, reasonably clean, but not sufficiently sound and dry for No. 2 Mixed.

No. 4 Mixed Corn shall be mixed corn not fit for a higher grade in consequence of being of poor quality, damp, musty, or dirty.

No Grade Mixed Corn. (See general rule.)

No. 1 White Corn shall be pure white corn, sound, dry, plump, sweet, and clean.

No. 2 White Corn shall be 98 per cent white corn, dry, sweet, reasonably clean, but not sufficiently sound and plump for No. 1 White.

No. 3 White Corn shall be 98 per cent white corn, reasonably dry, reasonably clean, but not sufficiently sound and dry for No. 2 White.

No. 4 White Corn shall be 98 per cent white corn, not fit for a higher grade in consequence of being of poor quality, damp, musty, or dirty.

No Grade White Corn. (See general rule.)

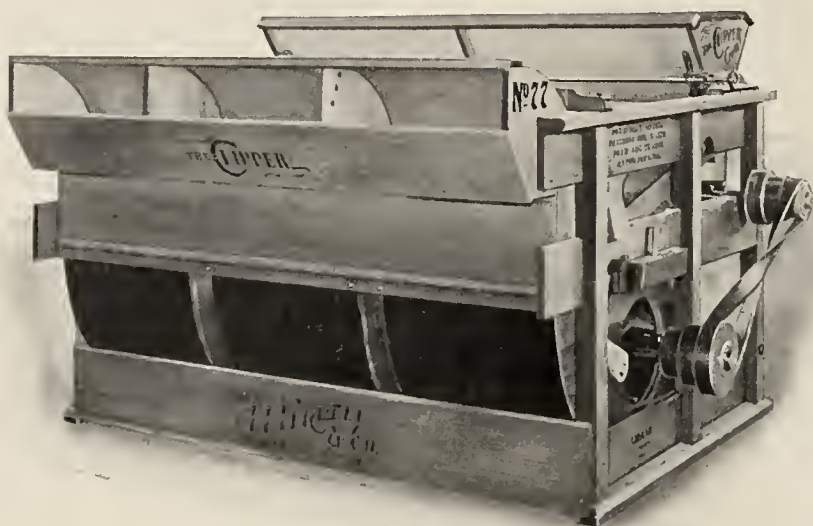
No Grade—General Rule.—All grain of any kind and variety that is wet, hot, or in a heating condition, burned or smoky, contains weevil, or is for any reason unfit for warehousing, shall be classed and graded "No Grade."

These rules are considered as representing the latest commercial ideas on rule making for the grading of corn, and were proposed for the purpose of securing uniformity of work by the various inspection departments.

Except for the percentage of color permissible in each of two of the classes, there is scarcely a term used in stating these grade requirements which does not give great latitude for personal interpretation. The terms "reasonably dry" and "reasonably clean" are too indefinite to stand alone as a basis for accurate work. The clause in grade No. 3, "but not sufficiently sound and dry for No. 2," is not especially lucid when investigation shows that the corresponding clause of grade No. 2 reads "but not sufficiently sound and plump for No. 1," while No. 1 requires that the corn shall be "sound," "dry" and "plump."

Having such indefinite standards to work to and being buffeted about by opposing interests vitally concerned in the decisions which he makes, it does not seem strange that the inspector should sometimes do inconsistent work, nor is it to be wondered at that the grading of similar lots of grain differs in different markets.

It is customary in most markets at the present time for the actual work of grading to be done on the railroad track or at the delivery spout of an elevator by a deputy inspector. This deputy must work rapidly, through all kinds of weather and light, in many cases without supervision, and nearly always without apparatus for deciding doubtful cases or means of having his judgment corrected in case of error. If his decision is not satisfactory to the interested parties, appeal may be taken or reinspection called for; but the deputy seldom knows directly the result of such appeal or rein-



CLIPPER GRAIN CLEANER.

to a high degree. There are in nearly all our larger cities, particularly in those through which grain passes on its way to the consumer, either domestic or foreign, trade organizations whose members deal either wholly or partly in grain. These organizations are important to the producer as well as to the consumer, since they furnish the means for easy communication between the two and tend to prevent acute conditions of scarcity or congestion of material.

These organizations have adopted certain rules of trade which aim to permit their members to transact the largest amount of business with the least expense and friction. They have among other things established rules governing the classification and grading of the grain which they handle and the inspection of it, and providing for its weighing and registration.

These classes and grades of grain have been established to facilitate trade and as far as possible to dispense with the cumbersome method of dealing by sample. In some markets the inspection and grading have been developed to such a degree and work so satisfactorily that grain which is deliverable on contract is never shown by sample. The dealers depend wholly upon the honesty and efficiency of their inspection departments. In other markets this is not the case. The purchases, at least those made for consumption or manufacture in the latter markets, are made on the basis of sample and frequently regardless of the grade assigned by the inspection department.

It is customary for the trade organization in each market to establish for each kind of grain what is known as the "contract grade." This grade is usually, though not always, the one of which there

spectors for general work and to determine accurately all cases of doubt or appeal.

The cost of maintaining grain inspection is a small item when the interests involved are considered. The charge varies in different markets from about 25 cents to 75 cents per carload, or per 1,000 bushels, or from less than one-quarter of a mill to three-quarters of a mill per bushel. A slight error in judgment on the part of an inspector may make a difference of a grade in any cargo, which, under normal conditions, means a difference of two or three cents a bushel, while at other times, as in case of a "corner," the difference may be much greater. Thus, while the inspection costs, say, 50 cents, a wrong grading might mean a difference of \$25 on a carload. Relatively, therefore, the cost of grain inspection is an inconsiderable item.

#### GRAIN GRADING.

Reduced to its simplest terms, the inspection and grading of grain consists in the examination of the various lots or cargoes to determine the uniformity of each and the assigning of them to the grades to which they belong. This would obviously be simple enough were the elements considered in grading all easily measured and defined, or were they reasonably distinct; but they are neither. The variations on different lots are frequently so slight that if a line is drawn which is to mark a limit of a grade it is difficult to determine in cases close to this line whether they may be admitted or not. More than this, the qualities considered do not vary uniformly; for example, one lot of grain may be of very high quality in all respects but one, while another may be good in all but some other one point, and still another may be mediocre in all respects. For some purposes the first lot might



spection, and still more rarely does he know the reason for the change, if one is made.

In some cases shipments from a market are sampled and the samples kept for a time at the main office of the inspection department, particularly in case of cargoes for export; but these samples are taken and kept more for purposes of identification and certification than to educate or correct the judgment of the deputy inspectors.

The movement of grain from one market to another in this country and from the various interior points to the coast ports for export involves, in the regular course of business, unless it is shipped directly through with its identity preserved, from three to six inspections on any given lot of grain. Where grain is handled wholly in bulk and where it must be transferred from cars to elevators, from elevators to boats, from boats to elevators, and again to cars, and possibly again to elevators before being finally delivered for manufacture or export, preserving its identity involves so much additional trouble and expense that it is not ordinarily done; nor would this be necessary were it possible to maintain a system of inspection and grading by which commercial grain could be accurately graded according to its commercial value.

Millers and other manufacturers of cereal products, as well as large consumers of raw cereals, are forced by competition to learn the relative values of the various lots of grain offered for sale. Science has aided these men in determining the best kinds of grain for their various purposes and how they may be distinguished. These manufacturers and consumers are the men who actually and finally determine relative value in cereals, and the discriminations which they make and the elements which they consider in selecting their material should be the basis used by the grain inspectors in their work.

All grain is intended ultimately for consumption, and the number of times it may be bought and sold between the time of its production and consumption makes no change in this fact. The apprehension that uniform or accurate grading of grain may in any way interfere with extensive grain dealing, either actual or speculative, is entirely without foundation. On the other hand, such grading should help the trade by eliminating in a great measure one of the largest sources of misunderstanding and consequent loss, and would give to those who maintain such a system a decided advantage in the world's markets over those who do not.

#### DEFINITE GRADE STANDARDS.

One of the first needs of the grain trade in this country is to have the grade requirements accurately stated and the grade limits accurately defined. Grain grades, if they mean anything, mean definite relative values.

The chief trouble at present with this grading work is that the inspectors who have to pass upon and accept or reject the grain delivered for a certain grade have no definite standard for guidance—no means of knowing what the grade requirements really are. They have in most cases only their unaided judgment. An appeal from this judgment must go to a board of appeals or to the grain committee controlling the inspection department. In either case the deputy inspector has insufficient opportunity for checking up his work.

In view of the difficulties under which it is done, it is remarkable that the work of the various inspection departments in the commercial grading of grain is not even less successful and satisfactory than is now the case. Without favorable opportunities for educating their judgment, inspectors have nevertheless developed marked ability for determining both quality and condition of grain by actual commercial experience. As the inspector has almost no definite guide for his work, but must use his own unaided judgment, he should not be too severely criticized if the character of his work fluctuates from time to time, particularly since, as has already been stated, he is often called upon to pass his judgment very hurriedly and under adverse conditions of weather and light. In cases where grain is inspected and graded into elevators

or for sale on track, an inspector, even one having definitely in mind the supposed grade requirements, is often tempted to let a poor car into a grade if he knows there are some very good cars of that grade going in with it to even matters up. This, of course, works an injustice to the original shippers of the good cars, since the purchaser of the mixed lot can pay no more than the mixture is worth.

#### GRADE UNIFORMITY.

Our interstate or intermarket trade, as well as our foreign trade, urgently demands a system of grading which shall be uniform throughout the country, or at least for those markets handling the same kinds of grain. In fact, uniformity is at present of more commercial importance than any other one thing connected with grain inspection. This much-desired uniformity cannot be attained until there is in use some definite understanding as to what essential qualities shall be considered in the grading of grain, and some definite rules adopted for measuring these qualities.

It is the purpose of this publication, in discussing the commercial grading of corn, to show what some of these essential elements are, something of their relative importance, how they may be measured simply, accurately, and speedily, and how the results may be stated in a way to show exact condi-

In this connection it is interesting to look at the rules in force under the Minnesota system of grain inspection just before and just after the publication of Mr. Stevens' report.

From Minnesota Grades, August 22, 1900:

*No. 1 Northwestern flaxseed.*—Flaxseed that is choice or prime, as also the same *moderately intermixed with field damaged seed*, dry, sweet, and free from mustiness, and having weight of not less than fifty pounds to the measured bushel of commercially pure seed, shall be No. 1 Northwestern flaxseed.

From Minnesota Grades, August 31, 1901:

*No. 1 Northwestern flaxseed.*—Flaxseed to grade No. 1 Northwestern shall be mature, sound, dry, and sweet. It shall be northern grown. *The maximum quantity of field, stack, storage, or other damaged seed intermixed shall not exceed twelve and one-half (12½) per cent.* The minimum weight shall be fifty-one (51) pounds to the measured bushel of commercially pure seed.

The investigations which have been made by the Department of Agriculture during the year past give good reason for believing that what has been found possible in flax is also possible for the cereal grains—corn, wheat, oats, barley and rye.

#### FIRE AT LITTLE ROCK, ARK.

The mill building of the Little Rock Mill and Elevator Company at Little Rock, Ark., was struck



RUINS OF LITTLE ROCK MILL AND ELEVATOR COMPANY'S PLANT, LITTLE ROCK, ARK.

tions. These results are expressed in figures, and the promulgation of satisfactory grade limitations is all that remains to secure uniform work, so far as the elements measured are concerned.

The late Mr. S. H. Stevens, the veteran flax inspector of the Chicago Board of Trade, developed such a method for his work, which is probably at the present time the most nearly satisfactory system of commercial grain inspection in existence.

In a report to the Chicago Board of Trade, under date of September 1, 1900, Mr. Stevens published the grade standards for flax adapted by the Board of Trade a year previous, with the statements that during the year of the operation of the definite rules "no suggestion of weakness or desired change has reached this office from any source," and "the flaxseed inspection committee, although in close touch with the department, has not been officially called for the correction of error during the year."

Following is the rule for the grade of No. 1 Northwestern flaxseed published by Mr. Stevens September 1, 1900:

*No. 1 Northwestern flaxseed.*—Flaxseed to grade Number One Northwestern shall be mature, sound, dry, and sweet. It shall be northern grown or have the usual characteristics thereof. *The maximum quantity of field, stack, storage, or other damaged seed intermixed shall not exceed twelve and one-half per cent.* The minimum weight shall be fifty-one (51) pounds to the measured bushel.\*

\*The italics in the above rule do not occur in the original

by lightning on August 6 last, and destroyed, as mentioned in the August number of this paper. The loss (\$75,000) was, as will be seen by the accompanying picture, total, only a pile of damaged grain remaining. The insurance was \$40,000.

#### SUPERIOR GETS SOME OFFICERS.

In accordance with the new law of Wisconsin nearly a dozen commission houses and elevator companies interested in the West Superior grain elevators have opened offices in Superior, where the records of their business done on the Wisconsin side will be kept, although the main offices will remain, as heretofore, in Duluth where warehouse receipts will as a rule be countersigned before passing into the hands of the public as negotiable instruments.

Superior people of the "100,000 Club" order seem to think this one long step toward "Wisconsin inspection," for which they worked so hard last winter, especially as a few Dakota farmers are still "knocking" the Minnesota inspectors and demanding "competitive inspection" at the head of the lakes.

The Kansas Grain Commission, who met recently to establish grain grades, had their per diem and mileage vouchers "turned down" by the state auditor, who rules that there was no appropriation upon which warrants could be drawn to pay them.



### A RETAILER'S ELEVATOR.

Some of the jobbing and retail grain elevators that are carefully managed do a very comfortable business in and near Chicago; but to conduct them successfully requires business and executive ability and other personal characteristics which few grain shippers find it necessary or agreeable to cultivate.

John C. Klein began business in a retail way in March, 1892, at 292 Western Avenue, Blue Island. The development of his trade, however, ultimately compelled him to find a location on a railroad right of way where he could have track facilities. Whereupon in September, 1901, he built the elevator and warehouses shown in the accompanying engraving. The town of Blue Island, as the reader may know, is built upon a ridge of considerable height, while the several railroads passing through the town are all built on the low ground on either side of the ridge. This physical condition of things makes it necessary to haul practically everything consumed in the town up a steep grade.

To overcome this costly method of handling the commodities he deals in, Mr. Klein located his

are assessed on minimums, as set forth in all railroad companies' tariffs and regulations, varying as to size of cars. We suggest that wherever cars are loaded to full capacity your railroad agent be requested to examine the car and note on the bill of lading which he delivers to you, also on his waybill, "car loaded to full visible capacity." Such notation will enable us to have the freight charges properly adjusted."

### WEIGHTS AT ST. LOUIS.

In accordance with recommendations of Secretaries Stibbens, Smiley, Wells and Beyer, the weighing committee of the St. Louis Merchants' Exchange has asked the directors for authority to compel all grain commission men in the St. Louis market to have the weighing of all grain passing through their hands supervised by the weighing committee. In spite of the work done in St. Louis to correct weighing abuses, the committee has supervision over only a portion of the scales weighing public grain in that market, and weights have continued so unsatisfactory that the secretaries named met with the committee from the Exchange

in the world that gives more satisfactory weights than does Kansas City. Every car of grain that is consigned to that point for reshipment must be weighed under the supervision of the Weighing Bureau of the Board of Trade. The shippers of Kansas, Nebraska, Southwestern Iowa and part of Oklahoma pay \$1.25 a car for weighing and inspection."

Secretary Beyer for Illinois said shippers are willing to pay for adequate service at St. Louis.

Secretary Stibbens of the National Association said that some commission men in St. Louis ignore instructions of the shippers to have the weighing of the grain consigned to them supervised by the Merchants' Exchange, and he added that he would suggest to shippers to give positive instructions on this point. He further suggested that if the 35c. now charged is insufficient, the charge should be increased as necessary.

The Illinois Railroad and Warehouse Commission continues its petty fight to protect the jobs of the political pets it introduced into the East St. Louis elevators and is still enforcing the rule not to inspect grain at regular elevators unless it also does the weighing. As many of the elevator men do not care to pay twice for weighing supervision, but do desire state inspection, they do not have their weighing supervised by the committee of the Merchants' Exchange. The committee is said to have hopes of adjusting this matter, and to be able to supervise the weighing of all grain in the St. Louis market, but so long as the present administration is in power in Illinois, the committee will probably labor under a false hope.

Since this meeting, Secretary Stibbens, who, with his colleagues, spent four days in St. Louis making a thorough examination of the elevators, team track and railroad yards, has issued a circular to the secretaries of all affiliated associations of the National to the following effect:

In order to give you an idea of how some cars of grain are handled at East St. Louis and St. Louis, I give you below a record of a car of oats:

Car 27724 M. P., loaded with oats by A at a certain station in Illinois, and billed to East St. Louis consigned to "B" Commission Co., St. Louis.

This car originated on the C. & A. Ry., and was sold by "B" to "C" at 38c. delivered; and on July 6 it was ordered to Eighth and Gratiot Streets, St. Louis, in accordance with the sale. Records show that it was delivered to Eighth and Gratiot Streets on Aug. 3rd, 27 days after date of the order, and arrived in heating condition as a result of the delay.

The oats being hot, "C" rejected the sale, and "B" was compelled to make a re-sale, which was done to McReynolds & Co., to be delivered at Elevator C, East St. Louis, at 28c. per bu., including terminal charges and transfer to East St. Louis, resulting in a loss of 10c. per bu.

The C. & A. Ry. and Bridge record, as furnished to "B," show that the C. & A. Ry. delivered the car to the Terminal, or Bridge R. R., on July 14, being eight days after it was ordered transferred. The car was then sent back by the Bridge, for some reason, to the C. & A. Ry. and was again delivered to the Bridge on July 22d, but was held by the Bridge until August 3d, delivery being made that date, making a further delay of twelve days in transfer from the east to the west side after first delivery to them the second time.

On the morning of August 13th, we visited the Eighth and Gratiot Streets yards, owned and operated by the Terminal R. R., and found car 27224 M. P. loaded with oats and leaking badly at one end. In company with the Merchants' Exchange weigher, we called on the railroad agent in this yard, who stated that the above car was sent in to the Eighth and Gratiot Streets yards on August 3d, and that "B" ordered the car out on August 5th to McReynolds' Elevator C, East St. Louis; and the railroad agent stated that in switching the car the drawbar was pulled out and it was sent to the repair track at Sixteenth Street for repairs and switched back to the Eighth and Gratiot Streets yards on August 13th.

Upon making an examination of the above car, it was found the car had not been repaired, but was returned to the yard it had been ordered out of eight days after it had been so ordered out.

On August 14th, in conversation with another agent of the Terminal R. R., he could not give any satisfactory explanation of the long delay, but stated that the oats were being transferred into another car so it could be delivered to Elevator C, East St. Louis.

I think your members should be advised in order to explain to them the great delay of grain in transit, as it will make plain to them why so much of



J. C. KLEIN'S ELEVATOR AND FEED STORE, BLUE ISLAND, ILL.

house on the side of the high bluff, or embankment, making the distance from the street level to the floor of the lowest story of the elevator 45 feet. The elevator being 80 feet high, it stands 35 feet above the street level, or main entrance. Below it has a side-track from the C., R. I. & P. Ry., which passes through Blue Island on the east side just under the ridge. Being located within 400 feet of the best business part of Blue Island, the elevator is the only one in the place that has its main entrance on the top of the ridge, and being equipped with machinery for elevating grain, etc., it unloads directly out the house from cars and delivers to its customers or receives local grain on the grade level, saving the expensive haul up hill. The size of the main elevator is 48x24 feet, with an office and store room on the street 24x36 feet in size. There is also a warehouse for hay and straw that is 36x48 feet in size. The bin capacity of the elevator (which was erected by the Seckner Company) is 22,000 bushels. The lower floor has the engine room and a working space of 36x24 feet. The second floor carries the grinding machinery, etc., while on the third floor, or street level, are the scales with two dumps for unloading grain.

Mr. Klein handles hay, feed, flour and salt as well as grain and has a dairy trade that takes six cars, more or less, of feed per week.

The Pope & Eckhardt Company made the following suggestions to oats shippers: "Many shippers are complaining because freight charges on oats

with a view to putting a stop to the unreasonable and vexatious shortages.

The weighing committee of the Exchange has had supervisors at some warehouses and elevators in St. Louis, Carondelet and East St. Louis, and in addition has supervisors at wagon scales in various parts of the city, but the committee has been unable to induce all the commission men to have the weighing of grain they handle supervised by the representatives of the Merchants' Exchange. The result of this lack of co-operation on the part of commission men is that shippers to the St. Louis market are not able to trace the responsibility for loss of grain in transit, and consequently cannot recover claims from the transportation companies.

"The country shipper is willing to pay for supervision," Sec'y Geo. A. Wells said to the committee. "If we get a well-established supervision of weights and records of cars, we will then be in a position to do something with the railroads concerning leakages and shortages. As the representatives of grain dealers and shippers, we want public supervision of weights at Kansas City, St. Louis, Milwaukee, Minneapolis, Duluth and Chicago."

"The shipper, upon receiving his bill of lading," said Secretary E. J. Smiley, "desires to know when his responsibility ceases. I understand that the commission men of St. Louis have no system of determining where the loss in transportation occurs. Railway officials have assured me that they are willing to pay all reasonable claims if it can be proved that the companies they represent are responsible for the losses. There is not a market



their grain gets out of condition before it is unloaded.

As secretary of the Grain Dealers' Union, Mr. Stibbens has made the following report and suggestion to shippers to St. Louis:

These secretaries spent four days making a thorough investigation of elevators, team tracks and railroad yards; and we have learned exactly what is wrong with the St. Louis weighing system and have pointed out the defects to the weighing committee; and they have assured us the directors of the Merchants' Exchange will now pass the necessary rules whereby they can discipline the members of the Exchange who refuse to submit to Merchants' Exchange supervision.

The Merchants' Exchange weighing bureau have done extremely well so far as they have gone, but they have met with a great deal of opposition from receivers; and it is now necessary to give them all the moral support possible from the country shippers. I urge every one of our members who are shipping grain to St. Louis or East St. Louis to give their commission merchants positive instructions that under no consideration will they allow their grain to be sold to any one, unless it is weighed under the supervision of the Merchants' Exchange Weighing Bureau.

After making the above investigation, I find it is absolutely necessary for you to instruct St. Louis receivers as outlined above, or we can never hope to have an up-to-date weighing system in St. Louis and East St. Louis. If you find in shipping grain to St. Louis or East St. Louis, that any firm ignores your weighing instructions, it will become your duty as a good member of the Union to bill your grain to firms who will carry out your instructions. Do not neglect this, as you are the party that is vitally interested and will be the loser unless you carry out the above suggestion.

In loading cars be careful to see that they are well coopered and that your doors are sufficiently strong and high, so that the grain will not leak through or over the grain door, but in no case make the door too high for the inspector to examine the grain.

Mr. Stibbens has also sent to all members of the Union a rubber stamp to be used on all notices of shipments and bills of lading to St. Louis and East St. Louis notifying receivers that "We demand Merchants' Exchange Weighing Bureau weights and will accept no others."

He further announces the following as official weights on the markets named: St. Louis and East St. Louis, Merchants' Exchange Weighing Bureau weights; Kansas City and Chicago, Board of Trade weights. In shipping to these markets, demand of the receivers these official weights.

## MONTREAL GETS THE BUSINESS.

The effect of the abolition of tolls on the Canadian canals on the export grain trade has been remarked ever since the opening of navigation, but especially since the first of August, when corn began to take the Montreal route in quantity. For the week ending August 22 lake shipments to Montreal aggregated no less than a million bushels. In fact the bulk of the export sale went out via Montreal and Quebec, and at rates that would not have been thought possible previous to this season; that is to say, 2½c Chicago to Quebec against 6c as the lowest lake and rail rate to New York or Boston. In consequence, up to August 1, Montreal handled 9,000,000 bushels of wheat and 4,500,000 bushels of corn for the season, as against 1,000,000 bushels of wheat and 4,000,000 bushels of corn via Boston.

There are now one American and two Canadian lines regularly engaged in the long hauls from Chicago and Duluth to the Canadian deep water ports. The Great Lakes and St. Lawrence River Transportation Company, operating ten new steel Welland-Canal-size steamers, is the American line, and the Montreal Transportation Company and Canadian Lakes and Ocean Navigation Company operate the Canadian boats. The latter run between Fort William and Port Arthur and Montreal and Quebec.

The new route not only interferes with the calculations of the railroad combination between Buffalo and other Lake Erie ports and the seaboard, but it is also cutting heavily in the all-rail and lake-and-rail business to the seaboard, and bids fair to call for a new basis of rates all around. The poor facilities offered by the Erie Canal and the high rates charged by the rail lines that compete with it have diverted an immense quantity of busi-

ness to the new northern route. The latter has an additional advantage also in that it transfers grain from the lake vessel direct to the ocean liner.

## HAY SALES ON GUARANTEED WEIGHT.

[A paper by W. A. Bunting of Kalamazoo, Mich., read at the annual convention of the Michigan Hay Association at Battle Creek, and entitled, "Shall the Members of the Michigan Hay Association Accept Terminal Weights or Insist on Sales Subject to Weights Being Guaranteed within 2 per Cent?"]

This weight question, I find, is getting to be a very serious matter—in fact, almost as vital as the proper grading. Most receivers have got into the habit of weighing the wagonloads as they come from the cars. They will not take the tagged weights, but make us settle on wagon scale weights. Now, I don't blame any one for wanting all that is coming to him, and if I sell a man ten tons of hay he should get it and not nine and one-half tons. Still every time the hay is handled there is a certain shrinkage and there is no more reason why we should not sell hay subject to weights being guaranteed within 2 per cent than there is for potatoes to be handled on that basis. As most of you probably know, potatoes, and as far as I know, all vegetables loaded in bulk, are handled in this way.

The term, "weights guaranteed within 2 per cent," as I understand it, means that where there is a smaller shortage than 2 per cent of the weight as billed it will not be allowed; or, that we only guarantee weight up to 2 per cent. For instance, if you ship a man ten tons of hay and the out-turn is not over 400 pounds short of that it would be allowed. The rehandling, difference in scales—that is, weighing each separate bale at loading point and weighing a car out at destination in three or four loads—would account probably for that much difference.

I have some receivers that have always allowed 1 per cent for shrinkage so that it shows even some receivers feel shippers are entitled to a certain amount for shortage, but I do not think 1 per cent is enough. Two per cent, in my opinion, is about right. I saw one of my customers in Long Island two or three days ago, and he told me he sold hay weight guaranteed within 2 per cent and had done so for some time.

While on this question, and it is a very important part of it, what are we going to do about baler's weights? I do not much refer to where we run our own balers, as we are then able to watch the matter pretty closely and generally get all we are entitled to, but I refer particularly to the custom baler—the man who bales by the ton. Of course there are exceptions, but I find as a rule lots of trouble from this custom baling.

Also, we make the suggestion, while on the subject, that when baling hay, bales should be tagged one pound less than actual weight to allow for shrinkage. I know a couple of balers who do this and they tell me farmers, as a rule, make no objection when the matter is explained, and it is only right. Exact figures should be tagged and not, as a good many do, make it end in "0" or "5." All these little things would tend to better weight.

The few suggestions I have made I believe would solve to a great extent this growing evil, the bad weight question, and enable us as shippers to compel receivers to accept our weights guaranteed within 2 per cent.

Apropos your seed, King & Co., Toledo, make the following suggestions: "Don't load seed with grain. It causes delay here, and you do not save any freight. It has not been profitable recent seasons to accept bids. Quality has been poor. Don't sell by sample unless you are sure you have exactly the same seed, or it may lead to trouble. Buyer may need a particular kind of seed, and might demand a big difference should it turn out different from the selling sample. Difference in value between prime and lower grades will depend entirely upon how the crop turns out in quality. Nearly all of the seed shipped here is sold on consignment."

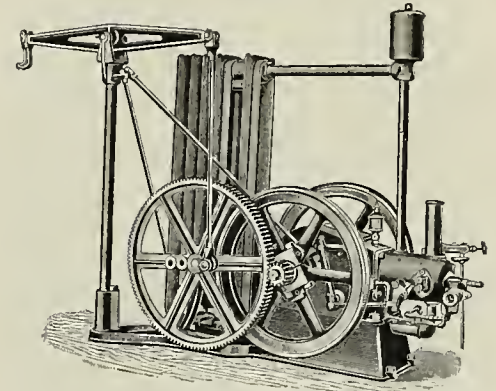
## AN "ANTI-FREEZE" GASOLINE ENGINE.

Gasoline engineering is keeping pace with the rapid developments in other branches of mechanics and science, and the gasoline-gas engine has reached a degree of efficiency and adaptability that was hardly anticipated by the most sanguine enthusiast ten years ago.

No class of power users has welcomed the development of the gasoline-gas engine more cordially than the progressive elevator men, who find in the improved engine very much more of convenience and economy than they have had from steam, horse or wind power; and they manifest their appreciation by liberal purchases of the best engines.

One source of annoyance and expense very generally attending the use of gasoline engines, however, has been the emptying and refilling of water tanks in cold weather, and replacing broken cylinders and pipes when water has been allowed to freeze in the water-jackets of engines not in operation. This because water circulation has been almost universally employed as the means of conveying away the surplus heat generated in the engine cylinder, and, although a cheap and efficient method in warm weather, it has, in many instances, been very expensive in cold weather.

The gasoline-gas engine of the Fuller & Johnson Manufacturing Company of Madison, Wis., is equipped with a special cooling and circulating ap-



THE FULLER & JOHNSON GASOLINE ENGINE.

paratus which dispenses with the use of water, and no water is used about the engine for any purpose. The engine can, therefore, be operated in exposed positions without risk from freezing, and is always ready to be started without the delay of filling tanks. Heat radiators are connected to the cylinder jackets; and after being filled with the circulating material, they are sealed and require no further attention in either cold or warm weather. This particular feature is a very important one for the consideration of purchasers, but in the Fuller & Johnson engine it is combined with other important up to date improvements. For example, the suction and discharge are both mechanically operated by one ingeniously designed cam which dispenses with one-half the mechanism and friction required on other engines to accomplish the same purpose. Again, the sizes smaller than 8 H. P. have the crank shaft and connecting rod enclosed in a dust-proof, self-oiling casing which completely protects them, and the engines can be successfully operated in locations where others would be quickly ruined by dirt and grit, and the casing can be quickly opened when access to the parts is desired. The connecting rod is so constructed that both ends can be adjusted at the end nearest the crank without disturbing the piston. In short, the aim in the design and construction of the engine throughout was to produce a machine so simple, compact, convenient, efficient and durable, that it should meet the requirements of the most critical.

The manufacturing department of the Fuller & Johnson Manufacturing Company is located in Madison, Wis., and its shops are equipped with the best improved machinery and appliances and are operated by skilled workmen. The company has branch offices and warehouses at Peoria, Ill.; Des Moines, Cedar Rapids, Council Bluffs, Iowa; Minneapolis, Kansas City, Mo., and Sioux Falls, S. D.



## COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

### SHOULD INSIST ON GUARANTEED WEIGHTS.

*Editor American Elevator and Grain Trade:*—In my opinion shippers should insist on sales being subject to weights being guaranteed within 2 per cent.

My experience is, that terminal weights mean anything that the consignee chooses to allow. There is a system or robbery connected with this hay business; and it is time shippers of this state got together and decided upon something definite.

Yours respectfully, W. E. O'BRIEN.  
Ypsilanti, Mich.

### RULE SHOULD WORK BOTH WAYS.

*Editor American Elevator and Grain Trade:*—I find that cars that are weighed by the railroads and overrun invoice weights are accepted by receivers, but cars that fall short are not received as weighed. I think if all shippers would make all shipments on the guarantee of 2 per cent, and accept nothing else, we would soon be able to have correct weights.

I am hoping that the hay dealers will take some action.

Yours truly, W. B. VAN ZANDT.  
Waterford, Mich.

### A SOUND SUGGESTION.

*Editor American Elevator and Grain Trade:*—We think that if all dealers would reweigh all their hay on wagon scales, besides taking tag weights, so that they are sure weights are right, there would be less trouble about weights at the other end of the line. We have always settled within 1 per cent, except in a few cases when we were sure mistake was at other end of the line. We think it the shipper's duty, when the other end always comes back short on weights, to ship to another party who will give the shippers what belongs to them.

Yours truly, W. E. WHITE & CO.  
Scotts, Mich.

### ERRORS IN THE HAY AND GRAIN CIPHER CODE.

*Editor American Elevator and Grain Trade:*—A few errors crept into the "Hay and Grain Cipher Code" through the carelessness of the printers and were not detected until several hundred were printed and distributed. We are sending to the holder of each copy purchased a sticker containing a list of the corrections to be made. These may be pasted either on the inside cover-page of the Code, or each correction may be cut out and pasted over the misprinted word; or, if preferred, the owner may write his name and address plainly on the inside cover-page and return the Code to me and I will make the corrections and return to him at the earliest possible moment.

Very truly yours,  
Winchester, Ind. P. E. GOODRICH, Secretary.

### A UNIFORM RULE SHOULD BE ADOPTED.

*Editor American Elevator and Grain Trade:*—With reference to the matter of weights on hay and the discussion had upon the subject at the recent convention of the Michigan Hay Association, I am of the opinion that there should be some uniform rule established by the National Hay Association, thereby securing a broader acceptance than would be had by state association action.

That some leeway should be had on hay is very apparent. The practice of our firm for years has been, "weights guaranteed within 1 per cent." However, I am told by some Eastern receivers that 2 per cent would be entirely satisfactory to them, if promulgated and put in force by the National Hay Association, so as to make its application general.

In my opinion, the Michigan Hay Association

would have taken a step in the right direction had it adopted some rule in reference thereto.

Yours, etc., GEO. WARREN.  
Saginaw Mich.

### GUARANTEERING WEIGHTS IN PRACTICE.

*Editor American Elevator and Grain Trade:*—I had the honor of starting the discussion at the meeting of the Michigan Hay Association on the question, "Shall the members of the Michigan Hay Association accept terminal weights or insist on sales subject to weights being guaranteed within 2 per cent?" I can not now add more to what was said at that time. No action was taken simply because the committee appointed did not get together and report; but it is generally, I believe, understood by the members of the Association that we will sell hay "Weights guaranteed within 2 per cent." We know of some that are doing so, and we are now making sales of hay and straw subject to this percentage of loss.

As you are probably aware, potatoes, and, in fact, all vegetables shipped in bulk, are sold in this way, and there is no reason why hay and straw should not be sold in the same way on account of the shrinkage which is caused every time the bales are handled.

Yours very truly,  
W. A. BUNTING, of W. A. Bunting & Co.  
Kalamazoo, Mich.

### SHOULD CHANGE PLAN OF TAKING HAY FROM BALER.

*Editor American Elevator and Grain Trade:*—Regarding terminal weights, I think that if hay is weighed in every instance when loaded, sales should be made, and the dealer insist, on weights out or guaranteed within 2 per cent; but from my observation in Michigan a large proportion of the hay at country points is loaded on baler's, or tag, weight; and if hay is baled some time before shipment, there is quite apt to be a shrinkage which in equity the receiver should not stand, as at times, especially in the early part of the season, baled hay is likely to shrink considerably.

So it seems to me that until the shippers adopt a different plan of taking hay from the farmers, so as to be sure of weight loaded when shipping, it is not right for the shipper to at all times expect his hay to hold out.

I am a shipper; and in my experience I have had very few claims for shortages that I considered wrong, or unreasonable; and in those cases, if they were not adjusted satisfactorily, I simply dropped them. I can find plenty of people in the trade whom I believe to be fair and honest; and they are the ones I like to tie to.

Yours truly, J. L. NORRIS.  
Casnovia, Mich.

### A GUARANTEE WITHIN 2 PER CENT EQUITABLE.

*Editor American Elevator and Grain Trade:*—Regarding the discussion which took place at the Michigan Hay Association convention at Battle Creek on the acceptance of terminal weights, I will say this is a matter that calls for more than passing notice by the Association. We think the system of weighing at many of the terminals is bad, and that it would be a good plan if the members would personally take this matter up with their correspondents at those particular centers where weights are the worst; and we think dealers at such points would have a personal pride in their market that would incite them to make an effort to adjust the evil.

I personally think that all sales should be made subject to a guarantee within 2 per cent. I think this is perfectly fair to both buyer and seller, and is no great hardship to the feeder. In fact, from personal observation I would say that most hay that is retailed by the bale is sold at marked, or tag, weights.

There is another reason that weights should only be guaranteed within two per cent; that is, the waste in handling hay is considerable and there is no way of avoiding it, and this waste should not fall entirely on the shipper.

Regarding our personal policy, we must be gov-

erned by the custom of the markets we ship to. We, however, make a difference in our price when we ship to a market that always shows a shortage. We ask from twenty-five to fifty cents per ton more money or we don't sell; but we think there should be some fixed rule to govern all settlements.

Respectfully yours, GEO. F. DIMOND.  
Mayville, Mich.

### NEW ORLEANS' GRAIN EXPORTS.

*Editor American Elevator and Grain Trade:*—The August clearance report issued by the Maritime and Merchant's Exchange show the following total amounts of grain exported through this port and the portion inspected by this department: Wheat, 843,904.10 bushels (1902, 1,649,606 bu.); corn, none (1902, 14,510 bu.). Of the above quantity of wheat, this exchange inspected 780,094.10 bushels. Liverpool took 544,000 bushels; Hamburg, 112,094.10 bushels; Antwerp, 80,000 bushels; Rotterdam, 35,810 bushels; London, 56,000 bushels; and Copenhagen, 16,000 bushels.

Yours very truly, W. L. RICHESON.  
Chief Inspector.

### HOW HAY SHOULD BE SOLD.

*Editor American Elevator and Grain Trade:*—Our custom is to do business on the basis of weights being guaranteed to within 2 per cent; and so far the matter of short weights has caused us very little trouble.

Yours truly, CHATTERTON & SON.  
Mt. Pleasant, Mich.

*Editor American Elevator and Grain Trade:*—I think the matter of the shipper guaranteeing weights within 2 per cent very important; and believe all shippers should put forth every effort to enforce this policy. I am doing it; and unless my customers will accept these terms, I refuse to sell.

Yours respectfully, E. HARNDEN.  
Sanilac Centre, Mich.

*Editor American Elevator and Grain Trade:*—The Michigan Hay Association should by all means guarantee their weights within 2 per cent and make their sale accordingly. Each member should insert this in his invoices. It would give receivers to understand that it was a rule of all Michigan shippers, and would be so understood.

Yours respectfully,  
Mt. Pleasant, Mich. T. H. BATTLE & CO.

*Editor American Elevator and Grain Trade:*—I think hay should be handled the same as grain; which should be weighed in car lots, unloaded into terminal warehouses, the weight of the car deducted, and the shipper given credit for the exact weight.

Yours truly, BERT BADGLEY.  
Portland, Mich.

*Editor American Elevator and Grain Trade:* We want sales made subject to weights guaranteed within 2 per cent. Our policy has been to take whatever they wanted to give us.

Yours truly, E. C. RECOR & SON.  
St. Clair, Mich.

### INDIANA NEWS NOTES.

*Editor American Elevator and Grain Trade:* Mr. Mercer of Mouch & Mercer at Mt. Summit has sold his interest in the plant there to Mr. Milligan of Mouch & Milligan of New Lisbon, both houses now being under the latter's control. Anderson & Hollingsworth have started taking in grain at Economy, where they have just completed a new elevator. Their headquarters are at Williamsport. J. F. Bratton of Boston has begun the erection of a new elevator at this station, to take the place of one burned in June. Woodbury & Files have completed a new building at Anthony. It is a duplicate of their plant at Richs. They formerly had only cribs at their stations. The Mead Grain Co. of Union City have entirely remodeled the old plant recently bought and have added new storage capacity of 40,000 bushels. C. W. Montgomery has bought the elevator at Onward, formerly owned by Hurd & Son of Walton. E. K. White has purchased the plant at Greenburg of J. M. Hornung. He has added some machinery and made other improvements. Mr. White was formerly in the milling business in



Ohio. Finch & Son, who recently sold their elevators at Clarksville and Fickle to Worts & Emmick of Toledo, have bought the elevator at Hedrick and moved there. Frank S. Davis of Attica, who operates an elevator at Marshfield, bought the West elevator at Attica and the following week sold it to Jones Bros. John Powell is the new owner of elevator at New Ross. R. S. Meek & Son are successors to Prine & Meek at Greensburg. Wm. Nading of Shelbyville has added another new elevator to his already large business. This is located at Prescott. J. R. Dietrich of Bremen has completed a fine new plant at this point. He formerly operated a B. & O. R. R. elevator.

Yours truly, INDIANA TRAVELER.

#### SOMETHING DOING IN OHIO.

*Editor American Elevator and Grain Trade:*—Since the annual meeting of the Ohio Grain Dealers' Association that body has affiliated two more local associations, The Western Ohio, composed of Ohio dealers formerly connected with the Northwestern Ohio and Eastern Indiana Association, the latter Association having separated its membership into two associations under proper state jurisdiction.

The Northwestern Ohio, also known as the Toledo Association, also completed their affiliation on July 29. With the exception of a limited territory in the southern and southwestern parts of the state, we are now thoroughly organized in the grain-producing district. We are not employing "brass band" or "barbecue" methods in prosecuting association work. The state officers are trying to meet the demands of the work in a quiet and modest manner for the best interests of harmony, conservatism and fair results to the membership.

The work done by the officers of the state and affiliated associations during the past two months has been considerably greater than at any time in the history of the work. Many disputes and local troubles have been quietly settled in an amicable and satisfactory manner; and everything seems to be moving as harmoniously as could be expected with the numerous complex and difficult propositions incident to the diversified interests and conditions of a large territory and widely scattered membership.

Our Insurance Association is progressing rapidly and very successfully. We now have in Ohio over \$575,000 in force. No losses since May 26th. The Grain Dealers' National Mutual Fire Insurance Company is making a record unexcelled by any regular insurance company. It was organized December 24, 1902, and now has nearly \$1,500,000 (practically all in Ohio, Indiana and Illinois) in force, with only \$3,250 losses to date.

J. W. McCORD.

Columbus, O.

#### WHY HAY WEIGHTS RUN SHORT.

*Editor American Elevator and Grain Trade:*—In regard to the question, "Shall members of the Michigan Hay Association accept terminal weights or insist on sales subject to weights being guaranteed within 2 per cent?"—as far as I can see, there is no prospect of the shipper's being in a position to insist on buyers accepting hay weights guaranteed within 2 per cent. We have found that although our invoices are endorsed, "weights guaranteed within 2 per cent," there is only one buyer in every hundred that will settle on this basis. I think the buyers are in the right when they insist on paying for just what they receive.

We find the whole trouble of shortages lies at country points, where competition is so keen that shippers are afraid to insist on reweighing the hay when the farmers deliver it. In most cases they accept the tagged weights; and we have found, in our experience, that whenever the hay was reweighed carefully before being loaded on the car, there is seldom or never any complaint as to shortage at the other end. Of course, now, we speak of what we call outside points, South and East. When you come to ship hay to the large hay-receiving centers it is a different proposition.

I have nothing more to add to what I said at

the meeting in Battle Creek in regard to the heavy shortages at large hay-receiving centers, which was as follows, namely, that at most of the sheds it is to the interest of the man working at the sheds unloading hay, to see that there are as many broken bales as possible, said bales not being sold for the benefit of the shipper but as sweepings for the benefit of the sweeper. This has been my personal experience while handling hay as a salesman in the large eastern markets.

When the Michigan Hay Dealers' Association or the National Hay Association shall be run in the interest of the shippers (I see no benefit so far to the shipper) and a system is established of grading and weighing of all hay received at large centers by inspectors appointed and paid by the associations, then, and not until then, will shippers receive fair weights and inspection. As it stands to-day, the inspectors in all these markets receive their bread and butter from the receivers in said markets, and they have to follow their instructions when inspecting the hay. No doubt, the receivers will deny this statement in print, which they could not do when I challenged them to do so at the Battle Creek convention; but the fact remains the same that the inspectors, when instructed to grade hard or grade easy, have to do so according to the instructions given by the receivers employing them. That it has been done, I know from previous personal experience, and it is now being done, no matter how the receivers may deny this fact.

Yours truly, RICHARD A. O'BRIEN,  
Allegan, Mich. Manager Mich. & Ohio Hay Co.

#### ABOUT SPECULATION.

Start right. First feel your own pulse and find out whether you are a bull or bear. Bulls are optimists. Three-quarters of the speculators are always bulls. That is why advancing markets are the most popular. They are not always the most profitable. Bears are pessimists. Many never try the short side but should occasionally.

Select your broker with the same care you do your family doctor. Take one who makes a specialty of trading in futures, as we do, both here and Chicago, in grain and clover seed. Patronize only regular board of trade firms.

Bulls expect higher prices. They buy first. You can sell out any day you wish. It is not necessary to wait until the contract matures. All you put up is the margin of three cents per bushel to secure the fulfillment of the contract, and this is returned to you with the profit. You do not wait until the contract matures. We attend to that. You can close out any day. If you sell out before September, there is no expense except the commission. If you wait until September it will be delivered and will cost carrying charges. You can carry as long as you please, if you keep your margins good.

Bears expect lower prices. They sell first. Many do not understand this. It is the same as making a contract to build a house. The grain is to be delivered in the future and the margin is merely a deposit to secure the fulfillment of the contract. Say you think prices will decline, you wire, "Sell ten thousand September wheat." We do so. You can buy it in any day you please, but must on or before the last day of the month you sell, which in this case is September, unless you fill it by actual shipments. The seller has the privilege of delivering any business day during the month specified, but this is the only optional part of the contract. You make or lose the difference between the price you sell and buy at, less the commission. Most bears do not go short the current month, but prefer a more distant future. Premiums on futures are a percentage in their favor.

Dealers find futures a great protection. Say wheat is worth seventy cents at your station. Your farmer friends want to contract to sell their crops at that. You are afraid to take the chances of the market until they can haul it in and you ship it here. You merely sell as much wheat for September or any other future here at the price which enables you to contract with the farmer. You sell the same day you buy and ship in later. You can

carry wheat in your elevator at home and sell futures as a hedge against it and thus frequently earn storage. Later, when roads are bad or farmers won't sell, you can sell to millers and cover your future sale here. In the meantime you have been protected on the market. Many farmers store their wheat with interior dealers. The dealers may not have sufficient storage room or may prefer to sell the wheat to millers, or ship to market. They can replace with September or December. If the farmers wish to sell out before, you can sell a like amount of September or December, the same day the farmers sell. Those who don't thus protect themselves take much greater chances than those who do.—Extract from C. A. King & Co.'s Circular, August 1.

#### SETH CATLIN.

Seth Catlin, who has been appointed to succeed the late Geo. H. Wolcott as chief grain inspector of Boston, was raised in and around the Chicago Board of Trade, his father having been a member and secretary of that Board for many years prior to his death in 1863. The son at an early age familiarized himself with the business and methods of the



SETH CATLIN, BOSTON, MASS.

Board, especially with the practical inspection of grain and the inspection department.

In about 1870 he went to New York and served as assistant inspector for twenty years under Chief Inspector G. H. K. White of that city. In the year 1900 returned to Chicago, where he has since been in business on his own account as private inspector for eastern clients.

#### AN UNFINISHED ROMANCE.

The Bocket correspondent of the Grand Forks Herald on August 31 said:

"Last Friday George Holmes, agent for the McLaughlin Elevator Company, started to elevate wheat preparatory to loading a car, unaware that a skunk had taken up quarters in the boot of the elevator; but he had not been working very long until he was made plenti!"

But just there the item ends; and it is presumed that Holmes and the skunk and the correspondent all "got busy" at once.

As it looked to Pope & Eckhardt Co. on August 31: "Sunday's (Aug. 30) newspapers reported most deplorable crop losses and ruin over Great Britain, but Mr. Bull comes up smiling and tells you early that 'Liverpool and Lunnun are a half pence down, don't you know.' Now, what can you do with a 'critter' like that? The Kansas farmer seems disposed to try 'setter' blood against 'setter'; but the northwestern Swedes and Danes have no 'sand.'"



**AYGARN'S NEW ELEVATOR.**

C. L. Aygarn of Pontiac, Ill., has recently finished building the elevator shown in the accompanying picture. It is located on the C. & A. R. R. at Pontiac, and is as complete and convenient an elevator as will be found in Livingston County.

It has six bins, all of which are connected, and the elevating and loading machinery is arranged to make the elevator a strictly one-man house, who can do his work without getting further than ten feet from the scales (Fairbank's). The capacity is 20,000 bushels, and the equipment was put in by the Marcelles Manufacturing Company and Weller Manufacturing Company to handle 2,000 bushels per hour.

There are two loading tracks upon which cars

to do with fixing either the grade or the price. As a result the most of them favor government inspection."

**MACARONI WHEAT.**

A Washington telegram says that Sec'y Wilson of the Agricultural Department has asked the Department of Commerce and Labor to recommend, through the consular service, suitable markets for macaroni wheat, the yield of which in this country this year, according to the Secretary's estimate, is 10,000,000 bushels, against 2,000,000 a year ago, and a crop next year of 25,000,000 bushels.

The department has for several years been pushing the macaroni wheats, so-called—hard wheats from Russia and North Africa, rich in gluten, which

"macaroni," "rice" or "goose" wheats will in no case be graded better than "rejected"; and already the experts are sending out warnings to the growers not to mix it with fife or blue stem, because the macaroni wheat, as J. H. Shepperd of the North Dakota Experiment Stations says, "requires different temperatures and handling from common bread wheat in milling, and the miller can make only a very inferior grade of flour from fife or blue stem which contains a mixture of macaroni."

The discount against the macaroni wheat in the markets is already very heavy; but even so, the yield in excess of that of fife or blue stem is so great as to make the macaroni varieties popular and profitable with growers, so that the discount is no serious discouragement to the growers.

The grain was introduced by the department in good faith, of course—a little of a fad perhaps; but the object was to find a profitable crop for rather unpromising land and it has succeeded; and where the flour has been introduced it has met with a favorable reception. It makes a fair blend with hard spring wheat flour and by itself makes good flavored bread and rolls, though more highly colored than most bakers and housewives like; but the fact that the flour needs "demonstrating" is against it, at least for the time being.

The growers of North Dakota are not discouraged, however. On the contrary, they have taken up the cudgel for the wheat as a good producer; and at a meeting held at Lisbon on September 1 formally started a campaign for the macaroni wheat. After much talk and consumption of the real macaroni flour bread, furnished by the Farmers' Mill and Grain Co. the meeting adopted the following resolutions:

Whereas, The crop of macaroni wheat raised in this county [Ransom] in 1902 was sold from one cent to three cents less than No. 1 northern, and, by reason of a fair price paid for it, the farmers of our county, and, in fact, the whole Northwest, were encouraged to raise the same; and

Whereas, A large amount of said grain has been raised in this county this year, more than in any other county in the state; and it is an established fact that the flour manufactured from the so-called macaroni wheat is equal to any other flour on the market; and

Whereas, For some reason, unknown to us, the price now being paid for this kind of wheat is not as much as is paid for barley, when one takes into consideration the fact that sixty pounds is taken for a bushel of wheat and forty-eight for barley; therefore, be it

Resolved, That we will not sell at the present prices, but hold the same awaiting future developments; and

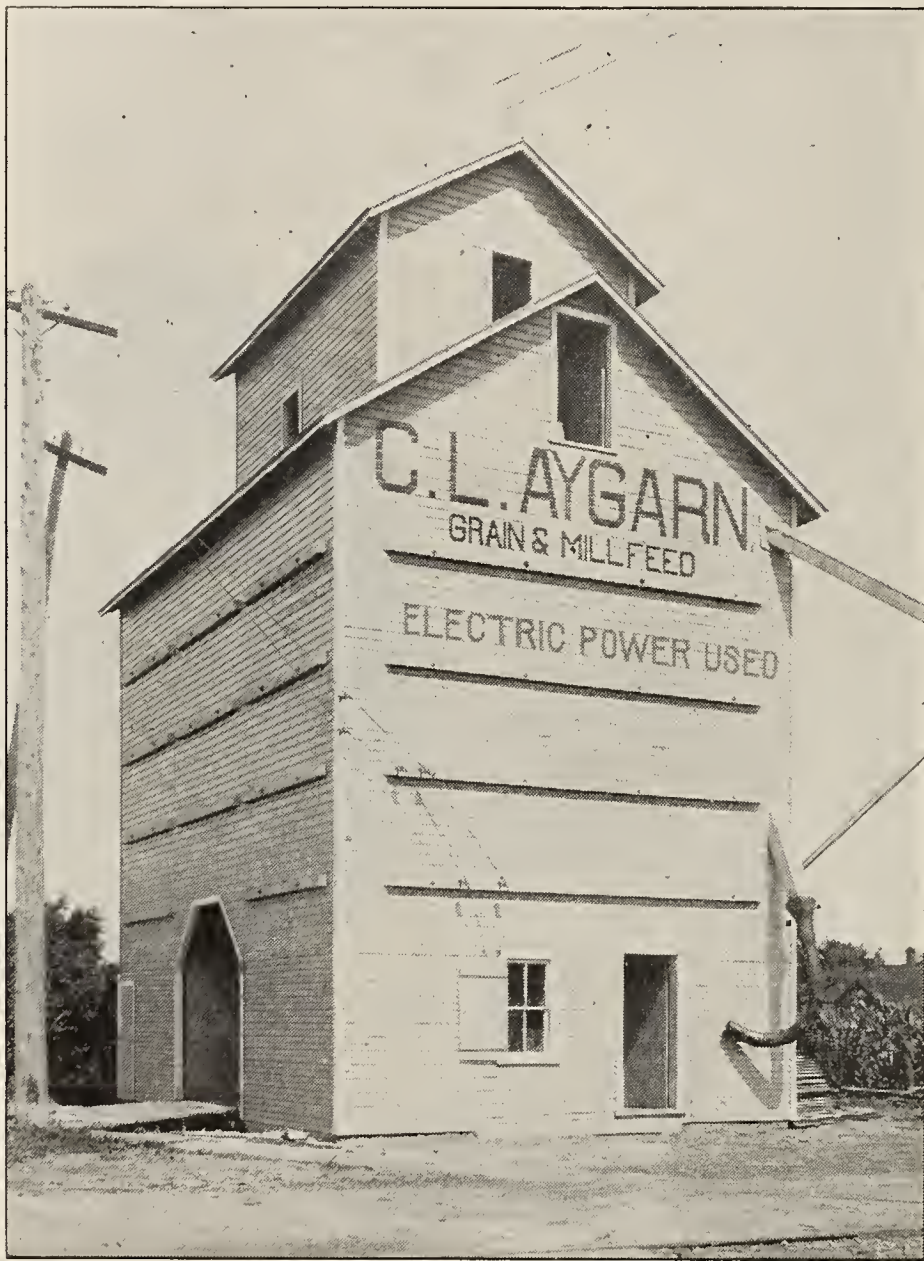
Whereas, In the late 'fifties and early 'sixties, when the farmers began to grow Scotch fife wheat, which is now renowned as No. 1 hard, the millers refused to grind it except for feed and the elevators bought it only at a discount, and later, when the blue stem wheat was introduced and grown, the millers contended its flour would not make good bread, and for some years the elevators bought it only at a discount, often as great as 10 cents a bushel, and the same course was pursued by the millers and elevator corporations in regard to Rio Grande, Red Chaff, Defiance and all other new varieties of first-class wheats when they were first grown by the farmers; and

Whereas, It has been thoroughly tested and proven that macaroni wheat produces more flour to the bushel and that its flour makes more nutritious bread than that of other wheats; and that the local mills of North Dakota are now and have for several years been making a high-grade flour from it and the Milnor, N. D., mills are now selling all they can get at 25 cents a hundredweight higher than the flour of other or No. 1 hard wheat; and

Whereas, A large per cent of the bread and food made from wheat products now used in the old world are made from the flour of macaroni wheat, it being grown and used almost exclusively in eastern Russia and the whole Mediterranean Sea region, and macaroni flour is exclusively used in a large per cent of the families in North Dakota; and

Whereas, The Aronka and Kubanka varieties of macaroni wheat, being extensively grown in Ransom County, are much harder and yield much better than other wheat, some grown near Lisbon and already threshed yielding 49½ bushels per acre and weighing 63 pounds to the bushel; and

Whereas, If every one of the 400,000 population of North Dakota would demand and use the flour and products of macaroni wheat, as each would consume at least one-half pound a day, it would create an annual home consumption of at least 1,216,666 bushels; therefore, be it



C. L. AYGARN'S ELEVATOR, PONTIAC, ILL.

are handled by car-puller. The dump is on the street grade level. The power is electricity.

Mr. Aygarn has another house at Rowe on the Wabash R. R. and can ship also via I. C. R. R.

**McCUMBER BILL AGAIN.**

It is announced from Fargo, N. D., that Senator McCumber of that state will introduce into the U. S. Senate the bill to provide for the inspection of grain by the general government, which he introduced at the last session of Congress, but which then failed of resurrection from committee.

It is also said that a propaganda in favor of the bill is being organized, and the vicious character of the argument in favor of the bill may be seen in the following extract from the statement of the case for the farmer's benefit:

"Tests have frequently been made by sending parts of a load of wheat to one elevator and another load from the same machine to another elevator, and there would be a grade and sometimes two in difference. The buyers of the wheat are in Minnesota and Wisconsin and they fix the grade. Farmers who grow the wheat have absolutely nothing

yield most heavily when grown in semi-arid districts, such as exist in the extreme western counties of the American wheat belt from Texas to the Canadian line. The department has succeeded so well that now, with 10,000,000 bushels of the cereal on hand, both the department and the growers of the grain are wondering what they will do with it. It is true 10,000,000 bushels would furnish flour to make all the macaroni consumed in the United States, but where are the mills that are prepared to grind the stuff? The old "goose wheat" (which is said to differ as widely from the macaroni wheat as scrub cattle do from thoroughbreds) used to find its way as wheat to Marseilles and the Midi of France, where there are scores of small mills to make flour of it especially for the macaroni makers, while the old hard Nicaragua wheats of Texas had about run out and disappeared; but 10,000,000-bushel lots, to say nothing of a 25,000,000-bushel crop, of macaroni wheat in this country presents an entirely new problem for the trade to tackle.

The objection to the wheat in a mixture is so great that Chief Inspector Eva of Minnesota (whose terminals will be called on to handle most of it) gives notice that wheat containing mixtures of the



Resolved, That we, the macaroni wheat growers of Ransom County, respectfully request the residents of North Dakota to demand the flour ground from macaroni wheat and use it exclusively in their families, and thus encourage an important and profitable industry of our state; be it further

Resolved, That we censure and condemn the owners of the terminal elevators, the Minnesota Millers' Association and the "wheat ring" for the contemptible course they are pursuing in trying to buy a valuable and excellent grade of wheat at a price from 20 to 25 cents below that paid for No. 1 hard, when the latter is proven to be intrinsically not worth as much as macaroni wheat; and be it further

Resolved, That our thanks be extended to the Hon. James Wilson, commissioner of agriculture at Washington, for the valuable work he has done in introducing into our state from Europe and elsewhere so many new varieties of excellent seed grasses and grains, the chief among which is macaroni wheat.

It was further resolved that a committee be appointed by the chairman to collect funds in various localities to defray the expenses of agents and experts to investigate matters concerning macaroni wheat, and start an agitation for the wheat. So that the question is now, as the yellow reporters says, "A burning one," and "up to the grain dealers."

### GRAIN DEALERS' NATIONAL ASSOCIATION PROGRAM.

The Grain Dealers' National Association will hold its annual convention at Minneapolis on October 6, 7 and 8, 1903. The headquarters will be the West Hotel, corner Hennepin Avenue and Fifth Street. The sessions of the convention will be held at the Metropolitan Opera House, the leading theater of the city, located in First Avenue between Third and Fourth Streets. The program of the convention is as follows:

#### PROGRAM.

##### TUESDAY, OCTOBER 6—9 O'CLOCK A. M.

Invocation .....  
Rev. James S. Montgomery, Minneapolis, Minn.  
Welcome to State.....  
..Hon. S. R. VanSant, Governor of Minnesota.  
Welcome to City.....  
..Hon. James C. Haynes, Mayor of Minneapolis  
Response for the National Association.....  
..George F. Stone, Sec'y Board of Trade, Chicago  
Acting President's Address .....  
H. S. Grimes, First Vice-President, Portsmouth, O.  
Adjournment at 12:30 p. m.....

##### TUESDAY, 2 O'CLOCK P. M.

Secretary's Annual Report and Financial Statement.....Geo. A. Stibbins, Sec'y, Chicago.  
Address—"Agricultural Statistics" .....  
.....C. B. Murray, Cincinnati  
Address—"Reciprocity with Canada".....  
.....Eugene F. Hay, Minneapolis.  
Report of Chairman of Delegation to the National Board of Trade.....  
.....Capt. I. P. Rumsey, Chicago  
Adjournment at 5:30 p. m.....

##### TUESDAY, 8 O'CLOCK P. M.

Smoking concert at Elks' Hall, with Vaudeville Entertainment .....

##### WEDNESDAY, OCTOBER 7—9 O'CLOCK A. M.

Report of Nominating Committee.....  
Election of Officers.....  
Address—"Accurate Methods of Grain Grading"  
C. S. Scofield, Botanist in charge Grain Grading Investigations, Dept. of Agriculture, Washington, D. C.  
Report of Trade Rules Committee.....  
.....C. A. Burks, Chairman, Decatur, Ill.  
Report of Auditing Committee .....  
Address—"Experiments of the Department of Agriculture for the Improvement of Grain"  
M. A. Carleton, Cerealists, Dept. of Agriculture, Washington.  
Adjournment at 12 m.....

##### WEDNESDAY, 2 O'CLOCK P. M.

Trolley ride through the environs of Minneapolis, including visit to the smaller lakes and Minnehaha Falls.

##### WEDNESDAY, 8 O'CLOCK P. M.

Promenade concert at Chamber of Commerce..

##### THURSDAY, OCTOBER 8—9 O'CLOCK A. M.

Report of Resolution Committee.....  
Address—"Public Supervision of Weights"....  
Warren T. McCray, Ex-Pres. G. D. N. A. Kentland, Ind.  
Report of Arbitration Committee.....  
.....Capt. I. P. Rumsey, Chairman, Chicago

Address—"Grain Car Equipment and the Relation of the Railroads to the Grain Trade"...  
F. A. Delano, Gen. Mngr. C., B. & Q. Ry., Chicago.

Adjournment at 12 m.

##### THURSDAY, 1 O'CLOCK P. M.

Meeting of new Board of Directors in President's Room, West Hotel.

##### THURSDAY, 2 O'CLOCK P. M.

Address—"All Grain Inspection Departments Should be Conducted upon Civil Service principles" .....  
Chas. England, Ex-Pres. National Hay Association, Baltimore.

Address—"Is the Relation of the Country Elevator Man to the Terminal Receiver What It Should Be?".....  
C. B. Jenkins, Pres. Ohio Grain Dealers' Association, Marion, Ohio.

Adjournment sine die.

A general discussion will follow each address, and sufficient time will be given for this to be exhaustive.

#### RAILROAD RATES TO ANNUAL CONVENTION.

Railroads in the following states have granted a rate of one fare plus \$2 for the round trip to the annual convention of the Grain Dealers' National Association, Minneapolis, October, 6, 7 and 8: North Peninsula of Michigan, Wisconsin, Minne-

In order to have advantage of the rates above named, there must be in attendance from the territory of the different passenger associations, the following number of people.

Western Passenger Ass'n.....100 people  
Trunk Line Ass'n.....100 people  
Central Passenger Ass'n.....100 people  
Southeastern Passenger Ass'n... 50 people

Tickets to the Minneapolis convention can be purchased from Oct. 2nd to 8th, good returning until Oct. 12th.

#### CHICAGO ROADS ENTERING MINNEAPOLIS, MINN.

The following railroads have through lines and run through trains from Chicago to Minneapolis: Chicago & North-Western Ry., Chicago, Milwaukee & St. Paul Ry., Chicago, Burlington & Quincy Ry., Wisconsin Central Ry., Chicago, Rock Island & Pacific Ry., Illinois Central Ry. via Minneapolis & St. Louis Ry., and Chicago Great Western Ry.

In this connection the secretary of the Grain Dealers' National Association publishes the following card:

*Editor of Elevator and Grain Trade:*—Please announce to the grain trade, that the Grain Dealers' National Association is not making any arrangements for a special train from Chicago to Minne-



WEST HOTEL, HEADQUARTERS GRAIN DEALERS' NATIONAL ASSOCIATION.

sota, East half of North Dakota, South Dakota, Nebraska, Iowa, all territory in Illinois north of a diagonal line drawn from Chicago to St. Louis, Missouri, Kansas, Oklahoma Territory, Indian Territory and Arkansas.

The above rate applies in all states except where parties live within 200 miles of Minneapolis, where rate will be one and a third fare for the round trip.

Railroads in the following states have granted a rate of one and one-third fare for the round trip: All that part of Michigan lying east of Lake Michigan, southern Illinois, Indiana, Ohio, New York, Pennsylvania, District of Columbia, Maryland, West Virginia, Kentucky, Virginia, Tennessee, North Carolina, South Carolina, Georgia, Alabama, Mississippi, Florida, and the city of New Orleans.

The above rates have been granted on the certificate plan, and each holder of a certificate will be charged a fee of 25c for certification at Minneapolis. It is absolutely necessary that every person on purchasing his ticket shall take a receipt from the local ticket agent at starting point in order to secure the benefit of the reduced rate in returning home.

Parties having to travel long distances and who are unable to buy a ticket through to Minneapolis, must take a receipt for each ticket purchased en route, to take advantage of reduced rate in returning home.

Up to September 12 rates from Texas and the New England states had not been agreed upon, but it is expected the secretary will be able to announce reduced rates in the last named territories in a few days.

apolis for our annual convention; neither does it wish it understood that the organization has any official route for the trip.

All Chicago-Minneapolis roads have granted a rate of one fare plus \$2 for the round trip.

Any announcements having been made to the contrary are incorrect.

Yours truly, GEO. A. STIBBINS, Sec'y.

Chicago, Sept. 11.

#### MINNEAPOLIS COMMITTEES.

The following committees have been appointed by the Minneapolis Chamber of Commerce:

Committee on Grain Samples (to whom all samples of grain for exhibition forwarded by individuals or from inspectors should be sent)—W. A. Freemire, Chairman, 814 Chamber of Commerce; Alex. McGregor, J. S. Mathewson. All samples are to be billed to the Chairman at above address with charges prepaid.

Committee of Arrangements—Wm. C. Edgar, Chairman; J. L. McCaull, E. S. Woodworth, A. F. Brenner, C. C. Wyman, R. Troendle, C. E. Wenzel.

#### GRAIN INSPECTORS' ASSOCIATION.

The annual meeting of the Chief Inspectors' National Association will be held simultaneously with the Grain Dealers' National Association. Notice of this meeting appears elsewhere (p. 124).

#### OFFICIAL DELEGATIONS.

The following official delegations have been thus far reported to the secretary as appointed to represent the exchanges named:

TOLEDO PRODUCE EXCHANGE.—E. H. Culver, Frank W. Annin.

NATIONAL HAY ASSOCIATION.—Chas. England of Baltimore, Geo. C. Bridge of Chicago, Jas. W. Sale



of Bluffton, Ind., and P. S. Goodrich of Winchester, Ind.

CHICAGO BOARD OF TRADE.—R. D. Richardson, W. N. Eckhardt, I. P. Rumsey, P. H. Eschenburg, W. J. Taylor, L. B. Wilson, H. A. Foss, James Pettit, H. F. Dousman and C. F. Schneider.

BALTIMORE CHAMBER OF COMMERCE.—Chas. McDonald, Jr.

LOUISVILLE BOARD OF TRADE.—T. G. Williams, A. C. Schuff, J. N. Gathright, Charles T. Ballard, J. J. Clift, B. I. Callahan, F. C. Dickson, M. E. Taylor, C. M. Bullitt, F. N. Hartwell, J. P. Clemens, Alfred Brandels, H. H. Bingham.

MINNEAPOLIS CHAMBER OF COMMERCE.—Alvin H. Poehler, Chas. E. Lewis, J. R. Marfield, W. P. Devereaux, J. S. Mathewson, P. B. Smith, Walter S. McLaughlin, M. W. Lee, W. H. Chambers, E. E. Mitchell, E. A. Martin.

## NORTHWESTERN GRAIN DEALERS' ASSOCIATION.

The Northwest Grain Dealers' Association held its fourth annual meeting on August 27 in the board room of the Grain Exchange, Winnipeg, Man. The chair was occupied by Mr. John Love, the president, and there were present: W. W. McMillan, vice president; J. Wright, F. Phillips, McLaughlin and Ellis, T. H. Braun, Chas. Aime (Emerson), R. G. Noble (Oxbow), T. S. Morton (Gladstone), A. McMichael, W. J. Bittingen, W. H. McWilliams, Gen. Pocock (Emerson), Wilson Bros. (Arden), J. J. McHugh, S. P. Clack, J. F. Fleming, John C. Gage, T. H. Hatchart, T. M. Banting, F. Chopin (Hartney), J. Scott (Hartney), Rogers Bros. (MacGregor), George Harrison (Holmfild), T. S. Metcalf, T. H. Wood (Somerset).

Mr. John Love, the president, in his annual address, among other things said the condition of the Association was this year particularly good. The membership had increased by about forty, bringing the total list up to about 103 firms, controlling 762 elevators, and he felt sure that by the end of the year the list of elevators would be increased to 800. He referred to the work of the Association at Ottawa in regard to the Grain Act amendments, which were mentioned in detail by the secretary. He said, however, that although good work had been done, the most important point of all, viz.: car distribution, was not changed nor were the elevator men given just the consideration in the matter that they should have been. The Association could not overlook the fact that the elevator men had been unjustly dealt with. However large amount of wheat the elevators had to ship, no facilities are given them to do so any more than the farmer who has one carload on his hands. How the trade could work under such circumstances the president could not say. The Northwestern Grain Dealers' Association had recommended that 50 per cent of the cars on hand should at least be given to them.

The secretary, Frank Fowler, in his annual report, took up the amendments to the Manitoba Grain Act, as passed, which he said affected injuriously the whole trade and especially those who purchased the grain in the country. The amendments which the government finally passed Mr. Fowler summarized some of which may be mentioned here as follows:

Section 5 provides for an amendment to section 10 of the grain act, and provides that all weigh masters and their assistants shall, in addition to keeping a record of the weights of each car, that they shall keep a record of the cars that are leaking or in bad order.

Section 6 provides for a change in the time in which the terminal warehouseman is to make his report to the warehouse commissioner. This was considered necessary in order to enable some official statement to be sent to the Chicago Board of Trade and New York Exchange of the amount of grain in store at terminals at the end of each week.

Section 9 gives elevator owners permission to close up their elevators, and read as follows: "Nothing in this section shall be construed to require the receipt of any kind of grain into an elevator in which there is not sufficient room to ac-

commodate or store in properly, or in cases where such elevators are necessarily close."

Section 10 does away with the seven days' notice of cancellation of storage charges, and provides now that the owners of grain in elevator shall pay storage until cars are furnished, and it also provides that the grain shall be shipped within twenty-four hours after cars are furnished, instead of the word "delivered," as it originally was in the act.

Section 11 provides that any person having grain stored or binned in an elevator can order cars to that elevator for its shipment, and such grain shall be shipped within twenty-four hours after the cars are furnished. There is a further amendment to this section which reads as follows: "But this section shall not be held to limit the rights of any applicant, whether such applicant has or has not grain stored or binned as above stated."

Section 12 provides that where stored grain is heating or going out of condition in the country elevator the one month's notice to the owner be changed to ten days' notice; and that notification be sent to the owner of such grain, when known, instead of when possible, as it is now in the act.

Section 17 provides that within twenty-four hours after he has sold grain consigned to him on commission that he shall render a true statement to the consignor; and that in case of dispute between consignor and consignee the warehouse commissioner shall arbitrate, the evidence taken by him to be used in the court of law.

The section (58) regulating the distribution of grain cars is most important; and was amended to read as follows:

"58. At each station where there is a railway agent, and where grain is shipped under such agent, an order book for cars shall be kept for each shipping point under such agent, open to the public, in which applicants for cars shall make order.

"2. Applicants may make order according to their requirements, and where an applicant requires two or more cars he shall make two or more applications, as the case may be.

"3. Cars so ordered shall be awarded to applicants according to the order in time in which such orders appear in the order book, without discrimination between elevators, flat warehouse, loading platform or otherwise.

"4. Any applicant who fails to load a car so ordered by him within twenty-four hours from the time the car is furnished by the railway company, shall lose his right so far as concerns that car; and the railway agent shall thereupon cancel the order, by writing the word 'canceled' in the remarks column of the car order book, and award the car to the next applicant entitled to it. If the applicant fails or is unable to commence loading the car awarded to him within twenty-four hours specified herein, he shall, personally or by agent duly appointed in writing, so notify the railway agent in writing, who shall thereupon cancel the order in like manner as aforesaid, and award the car to the next applicant entitled to it. Any applicant who fails to so notify the agent as herein directed shall pay car rental at the rate of twenty-five cents per hour for each hour that the car is held for him by the railway agent, and the railway company may decline to furnish further cars to such applicant until such car rental is paid to the railway agent.

"5. Provided always that nothing in this Act shall be construed to permit any applicant to transfer or sell his right to any car, and any applicant so doing shall be guilty of an offense under this Act, punishable, upon summary conviction before a justice of the peace, by a fine of not less than twenty-five dollars, and not more than one hundred dollars; and any person who, contrary to the provisions of this Act, obtains the placing of a name on the order book as an applicant shall be guilty of an offense punishable, upon summary conviction before a justice of the peace, by a fine of not less than twenty-five dollars, and not more than one hundred dollars.

"6. Provided further that each person to whom a car has been allotted under the foregoing provisions shall, before commencing to load it, notify the railway agent of its proposed destination.

"7. A car shall not be considered to be furnished or supplied until it is placed for loading as directed in the application in the car order book.

"8. No cancellation of a car order shall be lawful unless made in the manner mentioned in this section.

"9. Car orders shall be signed in the order book by the applicant or his agent duly appointed in

writing, and such agent's authority shall be deposited with the railway agent; and such car order shall be consecutively numbered in the order book by the railway agent.

"10. The railway agent shall at the time a car is ordered duly enter in the order book the date and time the application is made, the applicant's name and where the car is to be placed, and shall give the applicant its consecutive number. When the car has been furnished, he shall enter in the order book the date and time the car was furnished and the car number, and, when loaded, the date of such loading and the destination of the car.

"11. The railway agent shall put up daily in a conspicuous place a written notice giving the date of application and name of each applicant to whom he has awarded cars for the loading of grain during each day, also the car numbers so awarded respectively, which notice shall be signed by the agent.

"12. The form of car order book authorized by the Commissioners, and no other, shall be used at every railway station in the Manitoba Grain Inspection District, and the use of any other form shall constitute an offense under this Act. The railway company shall supply every agent where grain is to be shipped with the authorized form of car order book.

"13. An applicant may order the cars awarded to him to be spotted or placed by the railway company at any elevator, or at any flat warehouse, or at the loading platform, or elsewhere subject to the provisions of this Act; and the railway company shall so spot or place cars as ordered by applicants.

"59. If there is failure at any shipping point to fill all car orders as aforesaid, then the following order of distribution shall be observed:—Beginning at the top of the list in the order book and proceeding downwards to the last name entered on the list, each applicant shall receive one car as quickly as cars can be supplied; then beginning at the top of the list of unfilled orders and proceeding downwards again to the bottom of the list, giving each person whose name appears on the order book as having unfilled orders one car; and the above method, beginning at the top of the list of unfilled orders and proceeding downwards to the last name entered on the list shall be followed until all orders have been filled; provided always that no applicant shall receive more than one car in any one round.

Section 61 provides that the provision of this Act shall not apply to the shipment of grain which is consigned to a point west of the boundary between British Columbia and the Northwest Territories.

On August 1, 1902, a crop report was issued by Sec'y Fowler estimating the yield of about 62,000,000 bushels of wheat. In a report issued on the 14th of October this was increased to 64,284,000. This estimate has proven to be substantially correct, as the situation of the wheat crop of last year on August 20, 1903, was as follows: There had been shipped out by the railways to Winnipeg, the East, and other points outside of Manitoba, 50,849,530 bushels; there was in store at country points on Saturday, August 22, 1903 492,700 bushels; making in all 51,342,230 bushels. Allowing 6,000,000 bushels for seed, and 7,000,000 bushels for feed and country mills, or 13,000,000 bushels, the total crop was 64,342,230 bushels, against the secretary's estimate of 64,284,000 bushels.

Secretary Fowler's estimate of the grain crop on basis of dealers' reports is as follows: Wheat, area under cultivation, 3,123,663 acres, estimated yield, 57,163,032 bushels, average per acre, 18.3 bushels. Oats area under cultivation, 1,101,333 acres, estimated yield 40,418,921 bushels, average per acre, 36.7 bushels. Barley, area under cultivation, 381,135 acres, estimated yield 10,900,461 bushels, average per acre, 28.6 bushels. Flax, area under cultivation, 64,639 acres, estimated yield, 743,348 bushels, average per acre, 11.5 bushels.

The election of officers resulted as follows:

President—Mr. John Love.

Vice president—Mr. W. W. McMillan.

Directors—J. H. H. McConnell, Hamiota; J. Sharp, Moosomin; G. B. Murphy, Carberry; C. F. Travis, Elkhorn.

Executive—President and vice president, C. P. Clark, F. Phillips, W. H. McWilliams and Alex. Ried.

R. C. Grier, secretary of the Peoria Chamber of Commerce, recalled the other day the great frost of August 31, 1863, which sent corn to 90c the following day, an advance in a single day of 40c a bushel.



## COURT DECISIONS

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL. B., of the Chicago Bar.]

### Passing of Title to Wheat Sold at "65 1-2 Cents Delivered Galveston."

An agent of a mill and elevator company, on August 7, 1900, called up the agent of a firm at Ft. Worth, Tex., by telephone and asked him what he was paying for wheat. The answer was, "69½ cents Galveston." Then he asked what difference he was making in grades, and was told the difference in price of the different grades and that there was four cents' difference between No. 2 and No. 4. He then said: "I book you two thousand bushels of 4, soft, 65½ cents, Galveston." On the same day, he wrote and mailed to the firm a letter reading: "In confirmation of your 'phone talk to-day we book sale to you 2,000 bushels, 4, soft, 65½ cents, Galveston." Also, on August 7, the firm sent a letter to the agent of the mill and elevator company which partly printed and partly written, was as follows, the written part being indicated by italics: "We confirm purchase from you to-day of — cars 2,000 bushels No. 4 Red Wheat, new crop, at 65½ cents delivered Galveston, F. O. B. — shipment within ten days. Delivery at — by Fort Worth or Galveston — weights and grades. Ship to Galveston, care Texas Star Mills Elevator. Stop at Fort Worth C. F. O. Son's Elevator A to clean and don't fail to note, on B. L. 'For Export.' Make draft on us, B. L. attached, at Fort Worth, Texas, leaving fair margin. Exchange to be paid by shipper. All cars must be loaded to full capacity. In referring to this purchase, please use Contract No. 538. Yours truly, Chas. F. Orthwein's Sons, per Butts. No. 3 Wheat, 59 lbs., 1c off, and 1c additional for each pound below 59. No. 4 Wheat, 57 lbs. or better, 4c off, 1c additional for each pound below 57." Bills of lading were taken in the name of the mill and elevator company, but indorsed and delivered to the firm.

Afterwards, on September 8, 1900, the wheat was either destroyed or damaged in the great storm at Galveston, Texas.

In an action brought by the mill and elevator company to recover the margins which had been reserved to cover any possible shortage in weights or errors in grades, the Court of Civil Appeals of Texas says (Chas. F. Orthwein's Sons vs. Wichita Mill and Elevator Co., 75 Southwestern Reporter, 364) that, if the contract of purchase was oral,—and the court is inclined to the view that the respective letters of the parties were but a confirmation of the already completed contract,—then there was no question but that the ordinary rule obtained, and upon the delivery of the wheat to the common carrier, and the indorsement and delivery of the bill of lading to the firm, the title vested in them and the transportation was at their risk. It will be observed, it says, that there was nothing contained in the company's letter of confirmation which would in any manner indicate that it understood the contract to be for Galveston delivery. Nor does the court construe the firm's letter to be of different meaning. It thinks the language, "65½ cents delivered Galveston," meant the price—the cost to the firm—of the wheat at that place and had no reference to the place of delivery. In this view, it says it is strengthened by the fact that the very letter relied upon by the firm to show a contract for delivery at Galveston was silent as to the place of delivery, although the printed skeleton contained a blank space to be filled in where there was a contract place of delivery. It thinks this was significant, indicating that the place of delivery was not thought to be important, or at least not stipulated, and that the preceding expression, "65½ cents delivered Galveston," had reference to price only and not place of delivery, as above stated.

The court says that it is further strengthened in

this view by the fact that the letter provided for a stop at the firm's elevator at Ft. Worth, to be cleaned. This was not consonant with the contention that the risk was with the mill and elevator company. Directing a draft to be drawn with bill of lading attached, also evidenced an intention to take title to the wheat and make payment therefor. The fact that directions were given to leave a fair margin was unimportant, further than to make certain that no overpayment was made.

Wherefore, the court affirms a judgment in favor of the mill and elevator company, denying a rehearing.

### Liability of Carrier from Storing of "S. O." Grain

A car of corn was consigned, "S. O." [shipper's order], with notification to the purchaser. A draft was drawn for the amount due, which with bill of lading attached reached the purchaser a day before the corn arrived at destination. The purchaser refused to accept the draft because the corn had not arrived, and the draft was protested for non-acceptance for that reason. Subsequently the shippers drew another draft for the amount of the first one, plus the protest fees, which the purchaser refused to accept because the amount was not correct, notifying the shippers that only invoice face would be paid.

In the meantime, the car was placed upon the warehouse track of the purchaser, where it was unloaded by the latter (its identity being preserved) as a warehouseman under a general bond. A few days afterwards, the bill of lading not having been presented by the purchaser, the railway company's agent demanded the surrender of the bill or of the corn. The bill of lading not being produced, for the reasons already stated, the corn was at once reloaded into a car furnished by the railway company, being the identical corn which had been shipped, and in exactly the same condition as when it reached its destination. After that, the railway company asked the shippers for directions as to the disposition of the corn, and was told by them that they had just notified the initial carrier that they would not accept the car, since it had been delivered once, and their draft then amounted to \$275.12, or \$6.92 more than the first one. The grain was finally stored with a warehouseman at destination, and the shippers advised that it would still be delivered to them on presentation of the original bill of lading.

About a year after the shipment, and long after the shippers had sued the initial carrier to recover the value of the corn, the shippers sold it to the highest bidder, the net proceeds of the sale, after deducting the warehouse charges of the second warehouseman, amounting to \$128.50. Then the suit at length resulted in a judgment for the shippers for \$137.70, which the Supreme Court of Missouri, Division No. 2, affirms. It says (Marshall & Michel Grain Co. vs. Kansas City, Ft. Scott & Memphis Railroad Company, 75 Southwestern Reporter, 638) that there can be no question but that the shipper of goods has the right to designate the consignee; or, in other words, the person to whom they are to be delivered, and that the carrier is bound to obey the direction of the shipper, or to comply with the terms of his contract of shipment in this respect, and, if he disobeys them, he is liable as for a conversion. A misdelivery by a carrier of an article intrusted to him to be carried is a conversion.

Nor did the fact that the railroad company offered to return the corn after it had been redelivered back again into the car furnish any justification for the conversion, though it might be considered in mitigation of damages. When the corn was once converted by the railroad company, nothing that was thereafter done, or offered to be done, by it could have the effect of relieving it from its liability for the conversion. Nor was error committed in excluding evidence offered by it to the effect that it was customary for its connecting line at that place to store corn in a warehouse, awaiting the demand of the bill of lading. It was immaterial.

The August rains in Ontario seriously injured the bean crop of the province.

## THE WHITING CORN TROPHY.

In connection with the meeting of Iowa grain dealers at Sioux City, reported a month ago, mention was made of the Whiting Trophy to be competed for annually by Iowa corn growers. Originally Mr. Will C. Whiting, chairman of the agricultural division of the Iowa Commission of the St. Louis Exposition of 1904, may have intended this trophy to be the means of producing a record-making exhibition of Iowa corn; but the purpose has materially broadened and for the better; and the plan now is to have the trophy competed for annually for 75 years before it shall become private property.

The trophy, which was designed by W. H. Beck of Sioux City, and is universally praised for its beauty.

The trophy will be a gold and silver representation of an ear of corn mounted on an ebony pedestal. The ear will be of gold and eighteen inches



THE IOWA CORN TROPHY.

high, the husks of sterling silver, the outside ones turning down for use as handles. The top of the ear will be detachable and contain a space inside. The base will have four shields, decorated with tiny golden ears of corn on each of the four sides. The front shield will be a map of the Union in silver with the Louisiana Purchase shown in gold and with Iowa marked as a state. On the shields on the opposite side of the base the following will be engraved:

"Iowa State Corn Trophy presented by Will C. Whiting, Whiting, Iowa, Chairman of the Division of Agriculture, for the best specimens of corn grown in the state of Iowa in 1903, corn to be used as an exhibit at Louisiana Purchase Exposition at St. Louis, 1904."

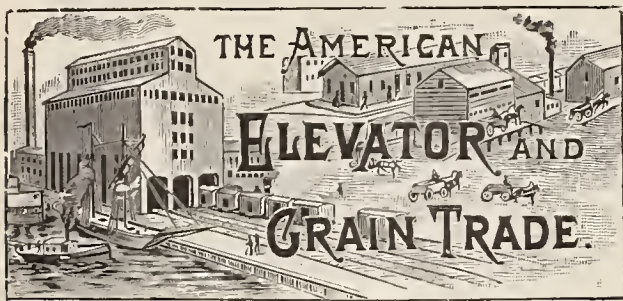
On one of the shields the following will be inscribed:

"This trophy will be competed for annually and awarded by judges appointed by the Chairman of the Department of Agronomy of the Iowa Agricultural College."

On the fourth shield will be the names of the commissioners.

The contest for the trophy has already awakened interest in corn culture in Iowa, and will undoubtedly, owing to the succeeding annual contests for a place for one's name among the winners to be engraved hereafter on the trophy, be a means of revolutionizing corn culture in that great state.





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**ADVERTISING.**

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

**CORRESPONDENCE.**

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., SEPTEMBER 15, 1903.

Official Paper of the Illinois Grain Dealers' Association.

**THE ILLINOIS WATERWAY.**

The state treasurer of Illinois having refused to cash the state auditor's warrant for \$50,000 from the I. & M. Canal appropriation, until, in effect, the legality of the appropriation is passed by the Supreme Court, the repairs so much needed on the canal are necessarily held in abeyance. The canal has done some business, but is handicapped badly by its condition, while, of course, no new boats are building, for obvious reasons.

The latest canal story out of Joliet is that a merger of all the elevator interests on the canal will be formed to control the grain trade of that part of the state, if the canal commissioners will assure the promoters that the canal will be improved and maintained. The canal commissioners have, perhaps, justified in the past the public belief that, like the prophet Habbakkuk in the opinion of Voltaire, they are "*capable de tout*"; but they would hardly risk such a guaranty, one imagines.

The fact is, and it may as well be recognized, that, no matter what the Supreme Court does with the appropriation in question, the last several state administrations, by treating the canal as a berth for certain shifty politicians on the make, have practically ruined the canal and destroyed state interest in it. If it is to resume its old place as a rate regulator, it must be taken out of state politics and turned over to the national government for enlargement as the eastern end of the Hennepin Canal, now almost ready to be opened for business. This enlargement could be quickly made and would be much less costly than the proposed ship-canalizing of Illinois River—a "barren ideality" commercially, which the Chicago Drainage Commission has been using for some years as its stalking horse

whenever it wanted anything in the way of legislation while making an open sewer of Illinois River and grabbing power privileges at Joliet and Lockport.

**NATIONAL ASSOCIATION MEETING.**

The program of the annual meeting of the Grain Dealers' National Association appearing on page 133 is one of the most attractive the Association has ever offered. The addresses are upon live topics, some of which are of the highest practical as well as theoretical interest. The official reports annually assume a greater importance as the work of the Association broadens its scope and area, and this year's documents will be no exception. The legislation to be enacted does not appear; but it is manifest, from the very necessities of the case, that the question of more revenue will be one of the chief subjects to come up for action. The committee on trade rules also may make a report that should receive careful consideration; and it is to be hoped it will not be delayed by other matters until near the end of the sessions, as it was on a former occasion.

In the meeting of the Chief Inspectors' Association the matter of the uniform inspection of contract grain will be an important subject for debate and action—a question which the general convention will have brought to its attention by Mr. Scofield's address on grading and inspection methods.

It is gratifying to note that interest in this convention appears in every grain market and grain-growing state in the Union; and no market of any importance or state association of dealers will be unrepresented at the meeting; while it would seem from inquiries for information by individuals that the personal interest of country dealers is remarkably keen, and many of these will certainly attend the sessions.

The railroad arrangements are as liberal as can be had; and if dealers will make but a slight effort to get their neighbors in the trade to go to Minneapolis with them, the reduced rates will be obtained in all the passenger associations' jurisdictions for the return tickets.

**A FARMERS' TRUST.**

The attempts of Editor Everett to organize a farmers' trust may be gratifying to himself; for after much advertising, some fifty farmers and "farmers' friends" met in Chicago on September 9 and elected him president of a combination of farmers' organizations whose purpose is to fix prices of all farm products. The scheme, as he outlines it, is to erect warehouses for grain in every state in the Union (which will be done by Robert Lindblom's Farmers' Coöperative Exchange of Chicago, capital \$50,000,000), cold-storage houses in every section, and so on. Grain and produce will be held until the bulkiest bull in the country is superlatively hilarious at the altitudinousness of all prices.

Bro. Everett and his fifty confreres are doubtless very much in earnest; and Zahm & Co.'s warning to these frisky bulls to remember the fate of Jos. Leiter will pass unheeded; it's too good an advertising scheme for the Everett hebdomadal paper; but in truth this business of artificially making dollar wheat and high prices for produce and low prices for farm supplies

reminds one of a meeting once held at Omaha by the farmers of Nebraska in the interest of a north-and-south railroad—a meeting unceremoniously broken up, after much wild and woolly suggestion of plans for building the road without money, by a practical man's proposing that after the iron had been laid those present should contribute the wheels in their heads for the rolling stock!

**HAVING A MIND.**

A commission house at Chicago that affects the part of mentor (and commission merchant) to the farmer suggests that "the farmer should celebrate the dawn of a new era by resolving to have a mind of his own concerning business"; and naturally, in said mentor's view, the only way a farmer can "have a mind" is "to find out how easy and profitable it is to ship his grain to Chicago."

Some are finding out. The Tuscola Grain and Coal Company is said to have spent \$6,000 in trying to find out before it quit. The Hayes Grain and Coal Company on the same quest dropped \$5,500 before it sold out to some of its own directors as the easiest way to let go. Both were coöperative companies "with a mind." Up at Graceville, Minnesota, the Farmers' Elevator Company sold out to the Northern Grain Company and was glad to do it, after paying an assessment of \$4.18 per share.

**THE COMMERCIAL GRADING OF GRAIN.**

The republication in these columns of Mr. Scofield's Bulletin on the commercial grading of grain is completed on pp. 126 and 127 of this issue, the other parts having appeared in the July and August numbers. As we do not quite believe grain men have given this Bulletin the attention its merits actually deserve—if we might be permitted the liberty we would suggest that it be reread, taking the parts in the following order as printed: September, July and August.

It has been manifest for some considerable time that the current methods of grading and inspecting grain are wrong somewhere, or else there is an alarming depreciation of the quality of the grain, corn especially, grown and marketed in the country. In reporting to the Chicago Board of Trade recently adversely to the proposition to make No. 3 corn deliverable on contracts at a maximum discount of 5c., Messrs. W. H. Chadwick and T. C. Edwards called attention to the well-known fact that—

Within the last five years the practice of "track bidding" or "card bidding" has assumed large proportions, and most of our annual receipts of corn are marketed on "card bids," which call for "No. 3 corn or better." As there is no longer any current regular demand for any higher grade than No. 3 corn, there is practically no incentive for the country elevator to try to make contract corn, except when the market is subject to some unusual conditions, etc.

As No. 2 corn brings a better price than No. 3, it is folly to say that there is "no incentive" to make contract corn in the country. The country elevator man does try to make it, or did try; but his experience has been that he can't make it, except by accident; for only the private terminal elevator men enjoy that privilege. Whose fault is it that no corn now inspects No.



2? The country slipper says the inspectors'; he is too rigid; the inspector says the grain is too damp.

The rule says, "dry, sweet and reasonably clean." But what is "dry"? and what is "reasonably clean"? There is the rock on which the split comes; and as the inspector's word "goes," we have seen that No. 2 corn is a disappearing quantity in the country and is grown or manufactured only in the terminal elevator.

But now comes Mr. Scofield with a simple solution of the problem. "Reasonably" as a definitional term is abolished as of no meaning and definite percentages substituted; "clean" means a fixed percentage of pure grain; "dry" means that the quantity of moisture shall not exceed a fixed percentage. And Mr. Scofield provides an easy method of ascertaining that the legal percentage is or is not exceeded when there is any doubt of the amount. Does that not seem to be a scientific way of getting at the truth?

If such a system were in force and effect in the markets, the country dealer could inspect his grain before shipping it and be perfectly confident of the grade it would inspect on arrival. It would at once revive No. 2 corn (*e. g.*) as a commodity to be shipped from the country markets, restore harmony between dealers and farmers now at outs because of this very question, and also improve the quality of the grain universally.

But it would likely materially reduce the profits of the hospitals by giving some shippers a chance to sell No. 2 stuff other than the terminal elevator men, who now will send out no bids except for No. 3—who now buy no No. 2 corn, and yet sell all of that grade that is sold by anyone.

#### THE DRYING QUESTION.

The winter of 1902-3 gave quietus to any lingering doubts the grain trade may have harbored as to the legitimacy and pecuniary respectability of the grain drier. As a money-maker the grain drier stepped unchallenged into the class of bonanza propositions generally, and is not likely soon to be displaced from such company by those who know. Grain men who "don't go much" on "kiln-dried" corn may argue "the stuff into limbo" to their own satisfaction; but such argument "cuts no ice," even in the middle of a cold winter, so long as consumers insist on buying and on the delivery to them of that kind of corn, as they did last winter. There were times when they would not take any other.

The fact is, the terminal grain drier now understands how to dry grain without cooking the starch or bringing the grain to the brittle stage, and moreover he has driers in which he can do just exactly what he wants to do. What is more, his work is a genuine service to the grain consumer, because it puts into merchantable, and therefore into consumable, condition grain that otherwise would never have reached the consumer at all. And he has put money in his purse doing this valuable service to the community.

The winter campaign of 1903-4, at this writing, promises to be more or less a repetition of that of 1902-3. The drier will again make good money. If the country grain dealer thinks the

terminal drier ought to be allowed to put all of that creamy profit into his purse, he will of course dismiss the temptation to put up a drier on his own premises. But there is no reason why he should be so generous, unless he wants to be. A drier will work as well at a country station as it does in the city, and it will make money in the country just as it does in the city—in proportion to the business it has to do. It is worth thinking about; and the drier builders will be glad to supply all necessary information as to cost and methods.

#### EASY ON GRAIN THIEVES.

During the past thirty days four boys have been arrested and brought before the Juvenile Court of Chicago for trial on charge of stealing grain. One of the four was, on August 21, sent to the John Worthy School; the other three were discharged with a severe reprimand. A month previous, on July 16, two others, arrested on the same charge, were sent by Judge McEwen to the House of Correction for one month.

These sentences do not seem to be severe; rather, the contrary. Yet it is undoubtedly very difficult, in the case of mere boys, to render criminal judgments that shall be at once punitive and corrective, the latter being even more desirable than the former, seeing the offenses are legally classed as petty, and corrective sentences are by no means always those that punish the most severely.

As, however, the Juvenile Court has for some time past practically adopted the policy of corrective leniency without apparently materially reducing the number of boys who are cultivating the habit of stealing grain, it is not likely a severer policy would do much damage to the morals of the boys who infest the railway yards and keep railroad hands and detectives busy protecting grain in transit.

#### UNIFORM GRADING.

The complaints from both Great Britain and the Continent that American grain inspection certificates are coming to be a very unsatisfactory basis upon which to buy grain on this side, together with the information from North Dakota that Senator McCumber of that state will again introduce his bill providing for the inspection of interstate and export grain under the auspices of the Agricultural Department, gives pertinence to the letter addressed by President Foering of the Grain Inspectors' Association to the authorities in charge of the grain inspection departments in this country.

It cannot perhaps be said that national inspection is imminent, but it is not improbable. In the first place, it need not be said that the tendency of the times is toward national control of utilities affecting interstate commerce. Foreign complaints, moreover, of the laxity of export inspection are probably not wholly foundationless; and the Agricultural Department, in spite of its disclaimer of such intention now, might easily be induced to consider the propriety of "protecting the standard" of our exports of grain, as it does of our meats, in the interests of the producer who in the last analysis is the loser by a diversion of the trade to other na-

tions from whatever cause. And, then, there is the producer himself, who is being hopelessly misled by the politician's suggestion that somehow national inspection of grain might be brought down so close to his own wagon-load of wheat as to offset favorably for him the amount of dockage the line elevators' agents make from his grain.

President Foering and those inspectors who look beyond the confines of their own offices, or the "sphere" of the particular political powers that give some of them places, understand that such considerations as these, or others even more influential, justify the strong appeal Mr. Foering makes to the authorities controlling inspection departments to hold up the hands of all those opposed to national control of the inspection by something more than the indifferent and perfunctory recognition which boards of trade and grain men generally have heretofore given this very important question of uniform and exact grading of contract grain.

#### STILL STUBBORN.

The unfortunate disposition of the present administration in Illinois to make itself unpopular with and distrusted by the business public is well illustrated by its stupid and stubborn maintenance of a few 30-cent politicians in public office as grain weighers at East St. Louis. If the number of these gentry were great enough to make it worth while politically, one might see a reason for the present defiance of public opinion in keeping them in their places; but to a competent, practical politician this game wouldn't be worth the candle—the whole business is so contemptibly petty. Nevertheless, in this age of small things in Illinois politics, it is not at all likely the weighing committee of the St. Louis Merchants' Exchange will be able to change conditions at East St. Louis by getting their supervisors of weights into the elevators there. So it turns out, because the Railroad and Warehouse Commission refuses to admit weighing inspectors to the public elevators of East St. Louis, that the very machinery of the law under which this petty graft for the 30-centers is perpetuated becomes the means of continuing weighing abuses that might be corrected in larger part if the administration were wise enough to see how miserably small its action is viewed by the average sized man.

In considering amendments to the Manitoba grain act, the parliamentary committee at Ottawa was asked to modify the law to permit elevator operators and railroads to use the blanket insurance policy, which is authorized by law to protect grain in store, to cover grain of customers in transit to and in cars at Fort William. For some occult reason the law requires a resort at Fort William to the antiquated method of insuring each individual shipment. The difficulties of such a condition are obvious ones, and when the volume of grain is large and it is moving rapidly some quick action is called for to keep the moving grain insured, and the law has a distinct tendency, because of these difficulties, to defeat its purpose of keeping grain covered, besides increasing the cost of insurance. The government refused, however, to embody the request in the amendments.



## EDITORIAL MENTION

Don't make any dates conflicting with October 6, 7 and 8. You are due in Minneapolis then.

Are you going to try to make some money on corn this year, or have you already forgotten last winter's experience with wet corn and no cars?

The Canadian routes have been doing a big business this season with free canals; and the Erie canals are fighting their last fight for existence.

Messrs. Bunting of Kalamazoo and Dimond of Mayville, seem to be fair—the shrinkage of hay in handling should not all fall on the one handler.

Kansas City is going to Minneapolis en masse—to look on. K. C. ought to repeal that rule about membership in associations, and get into the game in earnest.

Insurance agents at Galveston are said to have waived the 25 per cent advance on elevator business. Such generosity in such a quarter merits at least passing notice.

There is no "official line" to Minneapolis. The National Association has obtained the same rate from all the lines, and it is left to individuals to select the routes they prefer.

President Baxter being in New Orleans, Vice-President H. S. Grimes will preside at the Minneapolis convention. Mr. Grimes may be depended upon to have something doing all the time.

At the Livingston County Fair, held in the first week of September, it was remarked that for the first time in the history of that county of Illinois, there was no matured corn to exhibit.

If you can offer any suggestion for the improvement of the trade rules of the National Association, send them at once to C. A. Burks, Decatur, Ill., chairman of the committee on rules.

"Tickle the soil with a hoe and it will laugh a harvest." Tickle the grain man's business with association work and it will laugh out profits. This isn't copyrighted and is respectfully submitted to state secretaries.

Try to induce your farmer friends to build good cribs this fall, and encourage them to fill them. Do what you can to discourage winter shelling of corn so long as the car service is as uncertain as it now is or seems likely to be this winter.

Before you make a roar about shortages be sure your own facts are unassailable. Where positive evidence—that is, evidence which would be sufficient in a court of law—is at your command, stand on your rights. The carrier can be made to refund for shortages in transit if they

are worth going after; and it is not necessary to try to make the receiver pay them.

The differences in the Southwest over the flood losses of last spring are still unsettled satisfactorily to shippers; and it is probable only a big lawsuit will bring the controversy to an end. It is a pity the vast expense involved cannot be saved by an arbitration.

Receivers' suggestions to shippers may sometimes run counter to your own ideas of the fitness of things; but as a rule you will make money by following their directions; they are the concrete expressions of experience in markets with which receivers are perfectly familiar.

It is said the Interstate Commerce Commission will be asked to investigate the private car situation. It is time. Of all devices for plundering railway treasuries and making discriminations against individual shippers, the private car is the most insidiously wicked. It ought to be abolished in toto.

The millers of the Central Iowa Millers' Club, finding they will have to ship wheat to their mills for this season's run, have decided to pool their interests and to buy wheat through their secretary, W. A. Fallgatter, at Marshalltown, who requests elevator men having wheat to sell to communicate with him.

Holders of good oats in the country should look out for bids from the cereal mills. The kind of grain they want is very scarce, and oats weighing 30 pounds and over are at a premium. The companies, for the first time in a long while, are now bidding for 26-pound oats instead of confining themselves to 30-pound grain as formerly.

The Supreme Court of Minnesota has decided that the Wisconsin Central Railroad must pay for apples frozen in transit. It is the duty of railroads to haul fruit, grain or other goods and deliver in good order. They try to avoid responsibility, but whenever the owner of the goods has a bona fide claim and has the nerve to go to the courts, he usually gets justice.

In both Kansas and Minnesota much wheat, it is said, will miss grade because it has been wet while standing in the shock. In Kansas, at least, the competition for the grain is so sharp that no material loss will be suffered by the grower; but, after all, the condition of the grain is again a reminder that the farmer is one of the most reckless or improvident of men, as well as one of the first to complain that others are abusing him when he suffers through them from his own negligence or want of forethought.

The government elevator now in course of construction at Montreal is somewhat of a disappointment. Not that it won't be a good elevator, all right—its builders are not the kind to build other than good elevators; but, like all public works, engineered and superintended by bureaucracy, it drags interminably and is still far from finished, although, were its erection managed by a private company or individual, it would long ago have been in running order. If it shall be managed in the same spirit after its

completion, it will hardly justify the hopes of those who have looked forward to a radical change in the methods and utility of the true "public elevator."

It takes time to correct abuses and do business at the old stand at the same time. But there is every reason to believe the St. Louis Merchants' Exchange will ultimately stop the shortage nuisance as far as any market can stop it. But it must have the help of the shippers, who must insist on official weights only or on holding commission men responsible for losses by other weights.

The Federal Grain and Stock Exchange of Toledo, with branches in Ohio and elsewhere, quit suddenly on September 3; and a scramble has begun for the assets. It had two wires feeding in quotations, it is said. Where did they come from? And has Toledo, like Kansas City, still to be shown the commercial indecency of the bucketshop and the profit to legitimate brokers in suppressing it?

What Mr. O'Brien says on p. 131 about weighing the hay received from farmers or balers should impress every hay shipper by its sound sense. If the farmer is honest he will not object to verification of his weights; if he does object, the buyer should assume that reweighing is necessary as a measure of self-defense. No man ever made a dollar for himself by allowing himself to be imposed upon or by surrendering his right to protect himself.

South Dakota now has in force and effect a law providing for the inspection and test of all scales used for weighing commodities in quantities exceeding 500 pounds. This is unobjectionable, provided competent inspectors are chosen. Unfortunately, as the law lodges the appointing power in the hands of mayors of cities, with the "advice and consent of the city council," the usual lot of political debts will be paid with these appointments, and any good results anticipated from the law will probably never materialize.

The Southern and Southwestern roads have been holding conferences with their counsel recently upon the legal aspects of the Elkins bill, but as nothing was arrived at, another general meeting will be held in New York on September 30. The reluctance of railway men to accept the law in letter and spirit and therefore to abolish the privileges of their personal friends, which eat up the revenues of properties of which they are, in fact, managing trustees for the stockholders, is one of the moral curiosities of current American business methods.

The Wisconsin Grain Shippers' Protective Association, whose objects are to a very large extent national in scope and identical with those of the Grain Dealers' National Association, has completed its organization, and will it is said affiliate with the Grain Dealers' National Association under certain conditions. There is no reason why the two national organizations should be needed. The machinery of the Grain Dealers' National is now ample, or can easily be made ample, to cover every possible contingency or condition in the grain trade; and it would be in the interest of economy and of greater effi-



ciency to consolidate all such trade influences in the one association. Union would give it greater strength and but a part of the revenue required by the Grain Shippers' Association turned into the treasury of the National would probably accomplish all the members of the Shippers' Association are striving for.

G. C. Julius Spoerri has resigned his position with the Northern Grain Co., Chicago, and will devote his entire time to the work of the Wisconsin Grain Shippers' Association, of which he is secretary. His office will be at No. 49 Mitchell Building, Milwaukee. Mr. Spoerri is well acquainted with the grain trade, its conditions and needs, is enthusiastic in his work, and it is hoped that he will receive the support of all Wisconsin shippers. Those shippers who have their own interests at heart should give their hearty support to this movement.

In fixing up a new commercial treaty with Germany it is semi-officially announced that the Russian commissioners will insist on two conditions as indispensable to the new treaty—first, a heavy reduction in the duties on meat and animals; second, to confine the minimum duties on grain to states entering into treaty relations with Germany to the exclusion of the United States and Argentina. This is entirely consistent with continental opinion at this time, which is unmistakably hostile commercially to the United States, in spite of diplomatic "assurances" of "distinguished consideration" and that sort of thing.

In spite of the hard things said of him by certain "farmers' friends" in the commission business or of promoting a farmers' elevator company, the country grain dealer is as a rule the most generous fellow in his town; and, strange to say, too, he is not infrequently one of the men most easily worked by a sharper, as generous men usually are. So one is not surprised at the story that comes from South Dakota that perhaps a score of dealers have been milked by a couple of sharpers who concocted a story of having a few thousand bushels of oats ready to deliver, and getting various sums, in bunches of from \$50 to \$150, as advance money on their contracts to sell. Now a grain buyer wouldn't touch a gold brick, but hand some of them out a sample of corn or oats and offer to let them have them at their own price and they're goners—just because they're too sympathetic to say no, of course.

The unwarranted belief in the inevitable virtues of a law, because it is law, which characterizes the majority of mankind has no better immediate example than the expectation that Senator McCumber's proposed bill creating a system for the national inspection of grain will prevent the farmers from being, as they say, "buncoed" in grain grades. "Tests have frequently been made by sending parts of a load of wheat to one elevator and another load from the same machine to another elevator," says a Fargo authority, "and there would be a grade and sometimes two in difference. The buyers of wheat are in Minnesota and Wisconsin and they fix the grade. Farmers who grow the wheat have absolutely nothing to do with fixing either the grade or the price. As a result the most of

them favor government inspection." For this reason, we are told, "Minnesota and South Dakota farmers will be asked to assist in the movement" to push the McCumber idea through congress! What next?

Secretary Wilson's macaroni wheat propaganda has gotten to the point where it suggests the title of that ancient novel, "What Will He Do With It?" One enthusiastic grower, with a thousand acres of it yielding from 40 to 45 bushels per acre, is rushing the stuff to Duluth, hoping to accumulate a cargo to export on his own account to Marseilles in order to "beat the 15 to 20c. discount." It looks as though the energetic secretary and his busy lieutenants had rather overdone the "paste" wheat business, at least for the present. Better let it go it alone now, until it adjusts itself to the actual condition of things.

It was announced from New York on September 3 that young David Francis of St. Louis is getting ready to eclipse Joe Leiter in working a wheat corner. He will start in when he gets a good ready, we were sagely informed. Only about ten days before that W. F. Mattes started in without any announcement at Davenport, Ia., to corner hay. Before night he was in a padded cell and his deal was off. Of course, there is no relationship between the ideals of the two men; but really, looked at from a business point of view at breakfast time, Mattes would have been considered the saner man. Corners are not made after a fanfare of advertising trumpets.

Among the "outrages" discovered by the newspaper men on the Pacific Coast was an alleged meeting recently of grain buyers at Tacoma, who were accused of trying to keep the price of wheat down to the exporting point. Wheat prices have been out of line by two cents or more per bushel for some time. Fortunately for the farmers and the millers, a discriminating export freight rate in favor of flour by the ocean lines puts the exporter for once in an unsatisfactory position, for until recently he was "My Lord Dictator." Of course, he does not feel real good now; but under the circumstances one cannot quite see what good "incendiary meetings" are going to do him, and we don't believe the exporters are "conspiring."

The Minnesota grain appeals board turned down Mr. Scofield's suggestions for a percentage system of grading grain. No doubt "reasonably clean" and "reasonably dry" are terms more comprehensive to hardened inspectors than definite percentages of impurities and of moisture; but it is a rather curious circumstance that the Minnesota rule for grading flaxseed was suddenly changed from a "reasonably" basis to a definite percentage basis after the late Mr. Stevens had demonstrated the efficacy of the latter system of inspection, as Mr. Scofield points out in the article by him on page 127 of this issue. If the line elevator people of the Northwest would go at this grading business at their country stations on this percentage basis rather than the arbitrary "reasonably" one they now use, they would have fewer kickers among their patrons. While a new idea is not necessarily the best, or even good, simply because it

is new, neither is an old practice the only good one, or necessarily good at all, simply because it happens to be old.

The Department of Court Decisions always contains information valuable to grain dealers. If not of immediate use on a given day, it may be on the next. But when the next day comes it may be forgotten or mislaid. The best way to make the department of highest value is for the reader to invest, say a quarter, in a scrap book and paste in it the decisions as they are printed from month to month and keep them where your lawyer can put them to use in case you should get into trouble. Even "case lawyers" are not to be supposed to know all cases decided, and your scrap book may be worth many good dollars to you in an emergency as authority.

The independent elevator men and others in the Northwest, who are worrying themselves about the control exercised by the line elevator companies over the grain trade of that territory, have only to await the decision of the Interstate Commerce Commission and the courts on the technical questions of discriminations now before them to know where they stand. If the Commission decides that payments for "transfers" and similar services now made to the companies by the carriers for handling their own grain are legitimate and legal, the independents must make up their minds to take what grain the line companies elect to permit them to handle and be content; for in such event the companies can control absolutely all the grain if and when they wish to do so. If these payments, on the other hand, shall be declared illegal, then the campaign of the independents will be to secure what the Elkins law aims to give all shippers—the same rate for the same service. When this principle is a militant fact in the carriers' system, the "little fellows" will come again to their own and have their feet on the ground, with a fighting chance for existence.

The New York Board of Trade and Transportation has undertaken to solve the problem presented by the fact that less than 10 per cent of the nation's foreign tonnage is carried in American ships. In the old days, when American shippers were permitted to look out for themselves, to get their ships in their own way, wherever they might, they were without rivals on the sea; but just as soon as congress began to make navigation laws for the benefit of three or four American ship yards, American shipping became a vanishing quantity. Let the American ship owner alone—give him his head and he'll take care of himself; and if there is any money in the carrying trade, he'll get it, never fear. For 52 years he has built and sailed a yacht no challenger in the world has been able to beat; he'll do the same with a merchantman if congress will but cut away the lines that now tie him to this continent and its coasting trade. Besides, when ocean rates are as low as they have been for a year or two and seem likely to continue to be, Secretary Shaw's and Mr. Hanna's exhibition of begging alms for Mr. Morgan's interesting "ship merger" and its dropsical securities, as a means for reviving American shipping, is "a spectacle for gods and men."



## TRADE NOTES

W. A. Leonard, engineer for the New York office of the Webster Mfg. Co., Chicago, has returned from a three months' trip to England and South Africa.

The September issue of "Graphite," the house organ of the Joseph Dixon Crucible Co., is full of interesting reading matter of the kind that a business man can profitably devote his time to.

The capital stock of the Olds Motor Works, Lansing, Mich., has been increased from \$500,000 to \$2,000,000. The company has purchased an extensive tract of land adjoining its present plant and will erect new buildings.

The United States Portable Elevator Co. has been organized at Bloomington, Ill. The capital stock is \$500,000 and the officers are: J. F. White, president; W. R. White, vice-president; F. W. Aldrich, secretary, and J. S. Neville, treasurer. J. F. White, W. R. White and Mr. Aldrich are members of the White-Evans Mfg Co. and Mr. Neville is chairman of the railroad and warehouse commission.

Burns Bros., grain receivers of 44 Chamber of Commerce, Buffalo, are sending out a handsome wall map of the world. The map is printed in colors on a black background which brings out the subject matter very distinctly. The map shows the distances between the various ocean ports and small flags indicate the insular possessions of the United States. At the foot of the map is a very excellent view of the Buffalo harbor. The map is 22¼x26½ inches and is intended to adorn the offices of grain dealers.

Fred Grotenrath of Milwaukee has been awarded the contract for the new elevator for F. Wendt & Co. of that city. Mr. Grotenrath drew the plans for the house and states that the equipment will include a 20-inch Monarch Attrition Mill for grinding feed. In addition to the above Mr. Grotenrath has received the order to furnish machinery, etc., for the malthouse and two elevators of the Milwaukee Western Malt Co. The millwright work of erecting the machinery will be done by Mr. Grotenrath and work will be started at once.

Within the past three weeks there have been many inquiries about grain driers from large elevator men, and in view of the condition of both spring and winter wheat and the probable condition of corn, unless frost is quite late, there seems certain to be many installations of machines of this kind this fall. The Hess Warming and Ventilating Co., Chicago, inform us they are now preparing one for shipment to the Kansas Grain Co. to dry wheat injured in the shock by the recent rains in Kansas and there are likely to be others soon.

Borden & Selleck Co., 48 and 50 Lake street, Chicago, have issued a new 25-page catalogue devoted to Howe Gas and Gasoline Engines. The book is 7¼x6½ inches in size and is printed in red and black on heavy book paper. A red ornamental cover shows a gasoline engine and a section of line shafting. The catalogue is illustrated with half-tone cuts showing a number of different designs of Howe Engines. A feature of the book is testimonial letters from several well known grain companies who are using Howe Engines in their elevators.

Because of the increased demand for their elevator machinery and supplies, the Barnard & Leas Mfg. Co. of Moline, Ill., have found it desirable to issue a special catalogue devoted to this branch of their business. The book is known as Catalogue E, and consists of 265 pages and cover. In it the company have included their line of feed mills, scourers, oat clippers, separators, corn shellers and cleaners, together with a very complete line of special machinery, supplies, power connections, etc., used in elevators and warehouses. Typographically the book is perfect. The illustrations are of a high class

and the printing and binding has been done in a most thorough manner. A distinctive feature of the catalogue is an index to the contents. Copies of the book will be sent post-paid to elevator owners who write for them.

The N. P. Bowsher Co. of South Bend, Ind., report that they consider the outlook in the feed mill line to be as good as they have ever known it, and they anticipate splendid trade. They have mills suited to the work all the way from Maine to Texas and say that the prices that have prevailed for grain the last year and a half have brought many converts into the ground feed fold. They notice particularly that the trade with elevator men is increasing. Some elevator companies have as high as a dozen Bowsher Mills scattered around at their different plants.

The S. Howes Co. of Silver Creek, N. Y., makers of the "Eureka" line of grain cleaning machinery, have recently completed the installation of a new power plant. The rush of business with which the company has been favored so completely overtaxed the former power equipment that this move was absolutely necessary. In order to provide a power plant that would be adequate for future as well as present demands it was necessary to plan things on a large scale. A new power house has been constructed and is a model of its kind. It is fireproof, the walls being of glazed hollow tile, and the roof is made of porous tile laid in cement on steel tees and eye beams and covered with gravel and asphalt. The engine is a 200-horsepower Allis-Corliss, built to order by the Allis-Chalmers Co. of Milwaukee, and rests on a solid concrete foundation. The boiler is designed for a working pressure of 150 pounds. With this new equipment the company will be able to keep abreast of the demand for its product and fill all orders promptly.

The forty-fifth annual catalogue of the Great Western Mfg. Co., Leavenworth, Kans., is a volume that should be on the desk of every elevator man who desires a handy and complete list of machines and supplies. The book contains 450 pages, and illustrates nearly everything needed to completely equip an elevator. It is more substantial than the average catalogue, being bound in cloth. The reading pages are printed on a good quality of book paper, and are illustrated with half-tones and line drawings. One of the illustrations shows the company's new warehouse and salesrooms at 1221-1223 Union avenue, Kansas City, Mo., a five-story building, where an extensive line of machinery and supplies are carried. This warehouse is only a block from the Union Station and elevator owners are cordially requested to visit it when in Kansas City. The company is constantly increasing its facilities in the factory at Leavenworth in order to keep up with the demand for its machines. To fully appreciate the large line of grain handling machinery and supplies manufactured and handled by the Great Western Mfg. Co., it is only necessary to send for a copy of this new catalogue. It is free to those interested in the line.

### A BANKRUPT PLUNGER.

Edward L. Dwyer, a petitioner in bankruptcy in the U. S. District Court of New York, with liabilities of \$374,855 and assets of \$150, was a familiar figure twenty odd years ago on the Board of Trade at Chicago. Emerging into notice from the place of boss of a street-cleaning gang in Hyde Park in the early '80s, he acquired notoriety as a great plunger in wheat, but went broke trying to run a big corner, in which the late P. D. Armour is said to have figured *sub rosa*, much to Mr. Dwyer's discomfort, the corner having left him \$60,000 to the bad.

Subsequently he became a promotor of mining propositions of considerable magnitude; and in 1893 made a still more notable plunge by marrying a New York countess, widow of an Italian "Dook," or something of the sort, with Florida orange groves galore. She was 73 and he 33; but when she died, worth several millions, her relict was cut off

with a single long, green X. "Only that and nothing more." He did not remarry.

He has made and lost several fortunes, it is said; and his friends say the bankruptcy proceedings are only a "clearing of the decks for further action of a momentous nature."

### A YEAR AT GALVESTON.

During the year ending August 31 the grain movement through the port of Galveston has proven very satisfactory, the aggregate gain being 150 per cent, says C. McD. Robinson, Chief Inspector, in a special report to the News, from which the following facts are taken: This percentage would have been far greater had not the trade itself displayed unusual caution in the shipment of corn, the condition of which was such as not to warrant the exporting of all offered; and Galveston escaped with far less than her share of the complaints regarding the condition of American corn on arrival in Europe.

Compared with the other Gulf and Atlantic ports, Galveston leads in the amount of wheat exported in the twelve-month, and in the total volume of all grains stands about even with Baltimore and is surpassed only by the older ports of New Orleans and New York. The distribution of the wheat and corn exports was as follows:

	Wheat.	Corn
Mexico .....	80,000	.....
Antwerp .....	2,294,000	52,714
Belfast .....	.....	901,785
Bremen .....	1,475,000	202,929
Cardiff .....	92,400	.....
Copenhagen .....	75,600	49,500
Cork .....	149,600	.....
Dublin .....	152,000	220,285
Genoa .....	8,000	.....
Glasgow .....	204,000	.....
Hamburg .....	5,311,000	25,714
Havre .....	832,800	362,504
Hull .....	195,500	.....
Kolding .....	.....	4,750
Liverpool .....	1,880,000	1,466,169
London .....	288,000	85,714
Manchester .....	264,000	488,471
Newcastle .....	214,000	.....
Reval .....	.....	182,951
Rotterdam .....	2,765,000	236,765
Svendborg .....	.....	78,250
Viele .....	.....	78,250

Since 1895 the growth of Galveston as a grain port is shown by the following table:

Years—	Wheat.	Corn.	Total.
1895 .....	1,256,080	.....	1,256,080
1896 .....	19,691	4,851,752	4,871,443
1897 .....	3,410,907	5,892,271	9,303,178
1898 .....	10,110,476	4,915,703	15,026,179
1899 .....	13,694,031	3,272,348	16,966,379
1900 .....	12,197,159	7,629,878	19,827,037
1901 .....	16,117,474	.....	16,117,474
1902 .....	8,695,564	.....	8,695,564
1903 .....	16,200,000	4,436,851	20,637,486

[The 1903 total contains 20,635 bushels of rye.]

### TWO BALLOONS.



—Ohio State Journal, Columbus.



## MALTSTER'S ASSOCIATION.

The sixth annual convention of the United States Maltsters' Association was held in August at Put-in-Bay. The business was largely formal and devoid of general interest.

An agreement was reached, however, as to the return of malt bags, which has been signed by twenty-eight or thirty prominent firms, including every malting firm in Chicago and Milwaukee. The signatories "severally agree, one with the other, to cull out of our receipts of empty bags those belonging to and stamped with the name and address of signatories hereto, and to ship them (freight collect) to such addresses, charging same, and crediting each with empties received. A careful account of such receipts and shipments to be kept and statement to be rendered January 1 and July 1 of each year, differences to be settled at the rate of 10 cents per bag, payments to be made February 1 and August 1 following dates of statements. This agreement to remain in effect for two years from July 1, 1903."

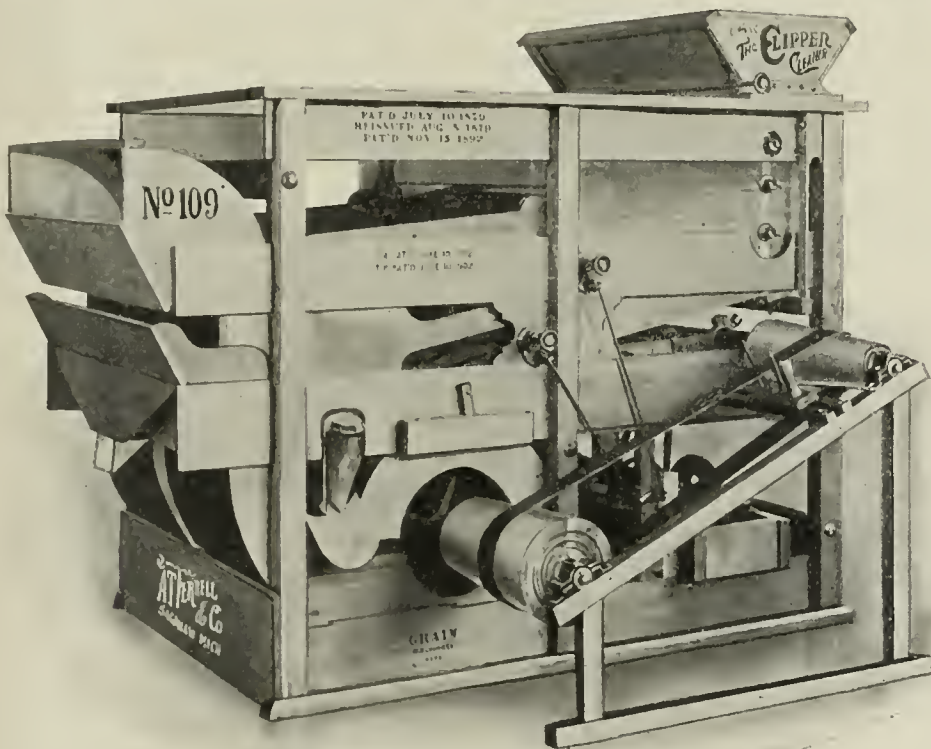
The question of the weight, by trade custom, of a bushel of malt, which in St. Louis is gradually working to 34 lbs., President Fink said to Mr. F.

Bend, Wis.; Louis Hehman, Cincinnati. Committee on Legislation—J. H. Pank, Chicago; B. F. Hales, Chicago; Geo. J. Meyer, Buffalo. Committee on Arbitration—Louis Hehman, Cincinnati; T. H. Topping, Clyde, N. Y.; Edward C. Sohengen, Hamilton, Ohio. Committee on Appeals—Frank W. Feuerbacher, St. Louis; Chas. Seitz, Buffalo; John Noth, Davenport, Iowa. Committee on Literature and Statistics—John Noth, Davenport, Iowa, chairman; Thos. Gordon, Oswego, N. Y.; Wm. Rahr, Jr., Manitowoc, Wis.

## SEED CLEANER OF LARGE CAPACITY.

The No. 109 "Cincinnati Special" Clipper Cleaner, shown in the cut, was designed especially for handling large quantities of very dirty timothy, red top and other light seeds. The first seven machines of this style were operated in Cincinnati, from which fact the machine derives its name.

This machine requires from two to three horsepower when run to full capacity of 65 to 100 bushels of seed per hour, or 300 to 400 bushels of grain. It has a screen surface 42x60 inches, and carries three full-length and one half-length screens, com-



CINCINNATI SPECIAL CLIPPER CLEANER.

W. Feuerbacher of St. Louis, who objected to a 34-lb. bushel, in explanation: "Your business being located in St. Louis, your experience has not been identical with that of others. In soliciting trade in the east you will find out that such a thing as selling malt in New York City at 34 pounds to the bushel was never heard of. When we sold 34 pounds to the bushel we allowed 2½ per cent for the sprouts. They first wanted 5 per cent, but a compromise was effected on a basis of 2½ per cent. In other fields it was 34 sometimes, and in some others 33. In isolated cases it remained at 32. But you can resort to the other thing which we are doing, namely, charge a little more for the malt, in order to recoup to a certain extent. I think the day is rapidly approaching when the 33 and 32-lb. bushels are drifting away, and brewers are gradually coming to the point of buying by the hundred-weight. The various brewing academies are a unit on that subject. They are virtually adopting the practice that is current on the Pacific coast and in Detroit, where they sell it on the basis of a hundred pounds. That is purely local; and the only way to recoup would be to figure what it would represent to you in money and add that difference to your price."

The following officers were elected for the ensuing year: Bruno E. Fink, president, Milwaukee; E. A. Graff, vice-president, Chicago; C. E. Remer, treasurer, Kenosha, Wis.; J. H. Pank, secretary, Chicago. Executive Committee—Jos. Kam, Buffalo, chairman; E. A. Graff, Chicago; A. J. Wheeler, Buffalo; Jas. Lytle, Milwaukee; Andrew Pick, West

posing a set of coarse and fine scalpings and two grade screens.

This machine is adapted to cleaning any kind of seeds, and, with the proper screens, all kinds of grain. It is manufactured by A. T. Ferrell & Co., Saginaw, Mich.

## CANADIAN ELEVATOR CAPACITY.

Warehouse Commissioner Chas. C. Castle at Winnipeg claims elevator capacity in western Canada of 50,000,000 bushels of which 15,000,000 bushels are on the lake front. With an estimated crop of only 56,000,000 bushels, there is room enough and to spare for the entire crop off the farms if the growers are wise enough to use the elevators.

"Over 400 elevator permits have been issued to date this year, this being large to date, the total for last year being some 900 permits," said Commissioner Castle. "As to their character, there are practically no flat warehouses asked for within the strict meaning of the term, the licensees putting in elevating machinery in nearly every case. The farmers are doing this to a large extent, and there are also to be new loading platforms innumerable. These platforms will be able to accommodate two cars of the largest style, and I have issued orders for enlarging old ones in many cases."

"The movement of the crop, seeing it is within last year's figures, and that the railways have both more power and more cars, should naturally be executed better this year. My opinion is that it ought not to be out of bounds to expect 65 per cent of

this year's crop to be out before the close of navigation, which I regard as the ideal to be sought, as it costs the country 65 per cent of the crop to raise and market it. This pays full expenses, and the balance it is not desirable to dump on the market all at once.

"The high price of wheat, if it holds, should nearly all be reaped by the farmer. There are some 300 separate and individual interests in the storage trade of the Canadian West, and to think of successful combination among so many seems to me to be absurd. Then again these and the other large buying interests make over 400 separate buyers, so that a successful combination to control prices is out of the question. There is nothing that I see to prevent the farmer from receiving all that is due him of the price of wheat. Handling expenses will be increased by the higher insurance to be paid, but there will be no grumbling at that."

## BUFFALO'S BUSINESS.

Although grain receipts by lake at Buffalo in August were 4,800,000 bushels less than for August, 1902, nevertheless the business of the port from opening of navigation to September 1 was 13,200,000 bushels greater than for 1902 (counting in both cases flour in terms of wheat). The following tables show the imports of flour and grain into Buffalo, by lake for the month of August, and from the opening of navigation to August 31, 1903, as compared with those of previous years:

## FOR THE MONTH OF AUGUST.

	Flour, barrels.	Grain, bushels.	Grain, Inc. Flour, bu.
1903 .....	994,008	7,567,322	12,537,362
1902 .....	1,372,755	10,511,624	17,375,399
1901 .....	1,294,230	10,449,171	16,920,321
1900 .....	1,568,616	18,223,415	26,066,495
1899 .....	1,380,707	15,561,211	22,464,746
1898 .....	1,329,703	20,174,988	26,823,503
1897 .....	1,350,621	25,566,189	32,319,294
1896 .....	1,361,108	20,172,091	26,977,631
1895 .....	938,889	11,049,590	15,744,035
1894 .....	1,272,385	10,872,487	17,237,412

## FROM OPENING TO AUGUST 31.

	Flour, barrels.	Grain, bushels.	Grain, Inc. Flour, bu.
1903 .....	5,929,961	63,903,683	93,553,488
1902 .....	5,544,994	52,573,348	80,208,318
1901 .....	5,431,593	60,933,427	88,091,392
1900 .....	5,729,876	79,043,876	107,693,256
1899 .....	4,120,375	77,974,454	98,576,329
1898 .....	4,722,830	107,257,626	130,871,776
1897 .....	5,832,407	97,105,395	126,267,430
1896 .....	4,514,194	83,620,931	106,191,901
1895 .....	3,849,758	48,427,773	67,676,563
1894 .....	5,691,078	53,914,155	82,369,545

These statistics show a substantial diversion of western traffic to the St. Lawrence route. They also furnish a powerful argument, in connection with the much more impressive diversion of traffic from Boston, New York, and Philadelphia, in favor of the early and adequate improvement of the Erie Canal.

On Aug. 8, the general superintendent of the Rock Island system, Chicago, issued orders to agents to refuse to furnish any more empty cars to move the wheat crop until the stations and divisions points should be cleared of loaded wheat cars waiting to go forward. The order has caused consternation among the farmers, as the towns were congested with loads of wheat. Every elevator was full to overflowing and there was no place to store the grain. At several towns buyers dumped wheat on sheets on ground near the tracks, hoping to get cars soon.

"What shall I pay farmer for clover seed?" is what many shippers ask. Zahm & Co., Toledo, say: "Watch the sales of low grades as reported in the Red Letter every day. A range is given on No. 2, No. 3 and Rejected, and if shippers will buy the different grades on the basis of the lowest of the range on each grade, deducting freight and other charges and their margins, they ought to come out all right. Some shippers are probably now paying more for seed than they ought, basing their price on what No. 2 seed sold at early in the week, but the Red Letter has warned shippers every day about the premium disappearing, and it has."



### CONTRACTS.

[From an address by Judge Silas B. Spier of Mt. Clemens, to the third annual convention of the Michigan Hay Association at Battle Creek.]

What is a contract? It has been said here, "Everyone knows what a contract is"; but when we consider that most of the litigation arises through the interpretation of contracts, and that some of the brightest of judicial minds are greatly puzzled to interpret them, we at once realize the necessity of having all contracts plainly and concisely drawn, so as to express clearly and concisely the agreements of the parties.

A contract is an agreement between two or more competent parties, for a good or valuable consideration, to do or not to do a certain thing. It takes at least two to make a bargain. There must be a meeting of the minds of the parties as to the matters agreed to. If all men were honest there would be but little litigation over contracts; but in this busy world, with its avarice and hustle, the business man cannot be too careful in having all his business transacted upon business principles.

He should have his contracts and agreements in writing and correctly drawn, thus saving to himself much time, trouble and expense. I shall address my remarks to the hay buyers, as it is at their invitation that I am here.

The first contract which you make in your business is with the farmers. I should advise that this contract be in writing; that it be an agreement to sell, executed by the farmers, stating price and quality of hay, where located and time and place of delivery, with a proviso that you are not to take any hay not up to grade. This agreement to sell should be accepted by the buyer in writing on contract. The title thus remains in the farmer, and in case of loss by fire he can recover insurance.

The contract for sale of hay to consumers or commission men is a very simple one. You quote the price, place, quality and quantity, and if they accept this makes a completed contract. I would advise you to retain title until you deliver hay and get your money.

I should ship to myself or order and indorse over bill of lading to purchaser, accompanying bill of lading with draft. This obviates many difficulties which will arise if bill of lading is made to purchaser or order. While the title to cargo does not pass by having bill of lading made out to purchasers, the railroad company may think it does, and the transportation company could have avoided trouble, which could not possibly arise if the other method is pursued.

The matter of shipping is an important one, and this contract between the shipper and the railroad company is all important. When you apply to agent of railroad company for a car, make application in writing and have agent indorse same and keep duplicate. This is important and will help you in the future. Look to your bill of lading; see that it is properly drawn and duly executed. Experience has demonstrated that the local agents of the railroad companies are frequently very careless in filling out the bill of lading. It is the duty of the shipper to see that the bill of lading is correctly made out, because this bill of lading is taken by the shipper as evidence of his title to the property shipped. It can be negotiated the same as a draft or note. If possible it is advisable to have the route of shipments specified on the bill of lading. I cannot make too emphatic the necessity of shippers being more careful in having the bill of lading correctly made out, for experience has shown that a large percentage of the troubles and litigation arising between the shipper and the transportation company could have been avoided had the bills of lading for such shipments been correctly made out.

World's wheat crop will all be wanted. That is the present outlook. It will not all be wanted this fall. Crops may turn out different than now expected. Russian statistics are generally unreliable. There is a natural annual increase in consumption and population. Prosperity and high meat swelled

demand last year. Our crop varies from a fifth to a quarter of the total of the world. Price will depend mostly upon how freely farmers let go. They are not in as good financial shape abroad as here. Towards spring farmers will be influenced more by the prospect for the new crop.—King & Co., Toledo.

### THE HENNEPIN CANAL.

The "rough-house" treatment accorded that familiar friend of the grain, salt and lumber shippers of northern Illinois, the Illinois and Michigan Canal, which now awaits the tender mercies of the Supreme Court, which will pass upon the legality of the appropriation in its aid, naturally suggests the question, "How is the Hennepin Canal coming on?" And in answer thereto a recent writer says that ditch, which the United States government is constructing, will be opened in 1906. Already \$5,500,000 have been spent on the Canal, and it will take another million and a half to finish it.

The Hennepin Canal, as the reader may know, or have forgotten, for it is a long time since the work was begun, will connect the Illinois River at Spring Lake, near Hennepin, with the Mississippi at or near Rock Island, a distance of 75 miles from river to river. There is also a branch, or feeder, running from Dixon and Sterling, on Rock River, 29 miles long, joining the main canal near the line between Bureau and Henry Counties, making all told 105 miles about of navigable canal. The size of the canal is as follows: Width at surface, 80 feet; at bottom, 52 feet; maximum depth, 7 feet; length of locks, 175 (we believe).

It has already been said that the canal will be obsolete before it can be opened for traffic, it being the belief of "canal men" that its channel and locks should be equal at least in size to those of the proposed new Erie Canal: depth of channel nine feet; length of locks, 225 feet, with width to lock through a flotilla of 1,000-ton barges.

At any rate, the Hennepin Canal will have only limited usefulness, because it starts from nowhere and goes nowhere—from the traffic manager's point of view. It has already, indeed, cut the freight on Illinois soft coal to the cities of Rock Island, Moline and Davenport, that end of the canal being now in use; but as a through line for grain and lumber, its eastern terminus can be Peoria, or Illinois River, only. Boats that may be built of economical size for the Hennepin Canal use, cannot go through to Chicago, since the locks of the Illinois and Michigan Canal cannot exceed 90 feet in length. In order, therefore, to make the Hennepin Canal useful as a freight regulator in northern Illinois the Illinois and Michigan Canal locks should be enlarged to the size of those of the Hennepin Canal or a waterway made of Illinois River. As the former project would cost about one-fifth what the latter would cost, and be constructed in a vastly shorter time and would answer all the purposes of a canal, Congress ought to be petitioned and urged to take the Illinois and Michigan Canal off the hands of the state of Illinois and enlarge it to make a continuous canal from Chicago to the Mississippi River. But who will do this?

### EXPORTS FROM ATLANTIC PORTS.

The export of breadstuffs, as compiled by George F. Stone, secretary of the Chicago Board of Trade, from the Atlantic ports during the two weeks ending Sept. 12, 1903, as compared with same weeks last year, have been as follows:

Articles.	For week ending Sept. 12 Sept. 13.		For week ending Sept. 5. Sept. 6.	
	1903.	1902.	1903.	1902.
Wheat, bushels .....	1,290,000	3,083,000	1,354,000	2,832,000
Corn, bushels .....	1,078,000	37,000	983,000	87,000
Oats, bushels .....	45,000	538,000	99,000	356,000
Rye, bushels .....	9,000	159,000	34,000	52,000
Barley, bushels .....	8,000	.....	10,000	.....
Flour, bbls. ....	308,800	243,000	313,100	392,500

State Inspector Radford of Kansas, returning from an examination of the stations under his direction says, he thinks the wheat crop will grade below No. 2 owing to the recent rains.

## FACTS AND FIGURES

Chicago got her first new spring wheat over the Northwestern on August 25—two cars, and grading No. 4 and one no grade.

St. Paul Elevator A and Rialto Elevators A and B, Milwaukee, have been made regular for one year ending Aug. 15, 1904.

The elevators at Council Bluffs, Ia., have this year beaten all their past records in the volume of grain handled through them.

The bean crop of New York and Michigan is late, but with immunity from frost until September 20, there ought to be at least 75 per cent of a crop. In Maine the outlook is poor.

The bear virus is prevalent in all American grain markets, creating a selling epidemic every now and then. Peeling off the hide seems to be the only remedy.—Pope & Eckhardt Co., circular.

Duluth received the first new wheat of current crop on August 21—five cars, of which four graded No. 1 Northern and the other No. 2 Northern. They came in from Wahpeton, S. D., and were bought for the Universal Mill Company.

The Waukegan plant of the Corn Products Company was put in operation about the middle of August, after a long period of idleness. Extensive repairs and improvements have been made and the capacity increased to 20,000 bushels of corn daily.

While the new elevator at Pisgah, Ill., took the J. & St. L. R. R. prize for the largest amount of oats shipped from any elevator on that line, the Medora elevator obtains notice as having shipped but one car of that cereal during the past eleven years.

The railroads to Atlantic ports have announced a reduction of 1 cent a bushel in grain over lake-and-rail routes in effect September 15, as a result of the conference between the joint delegations of grain men from Atlantic ports and the railroad officials.

Winnipeg, Man., received the first sample of new wheat on August 13, from Winkler, Man., being a week earlier than a year ago. The first shipment arrived on August 25 from Altona, Man., and graded No. 2 Northern, and sold for 71c. Last year's first arrival was on September 1. This year's lot was consigned to the Ogilvia Flour Mills Co. and the Lake and N. Woods Milling Co. one car each. The first arrival at Port Arthur was on August 30. It came in over the Great Northern and graded No. 1 hard.

"Although it is reported there is no export demand for our wheat, some how clearances continue at the rate of about 3,000,000 bushels each week, largely in shape of flour. Every important mill in this country has large quantities sold for future shipment. Figuring the crop of wheat this year about 650,000,000 bushels and home requirements for bread and seed 500,000,000 bushels, it means," says Edward G. Heeman, "150,000,000 bushels to spare for export or present ratio. The average yearly exports for the last five years have been 200,000,000 bushels. Possibly we will have to wait for next bull turn until we are exporting at a rate which will leave no doubt of acute shortage at home next summer. The trade do not believe consumption the world over has overtaken production, notwithstanding the fact that from two bumper world's crops raised in 1901 and 1902 reserves everywhere at the season's end were smallest on record. This year's world wheat crop is probably under 2,600,000,000 bushels. It looks like the experience in corn of a few years ago. The trade then did not realize until too late that consumption had overtaken production; 20 to 30c was the ruling price then for corn; but since it has held above 40c, regardless of large or small crops. I believe wheat is established at over 80c on the same theory."



## VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, Sept. 12, 1903, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat, bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
Baltimore .....	941,000	142,000	144,000	15,000	1,000
Boston .....	138,000	18,000	62,000		
Buffalo .....	647,000	468,000	836,000	31,000	117,000
do. afloat .....					
Chicago .....	2,911,000	2,435,000	1,827,000	311,000	
do. afloat .....					
Detroit .....	66,000	20,000	197,000	44,000	1,000
do. afloat .....					
Duluth .....	490,000	1,000	81,000	123,000	800,000
do. afloat .....					
Fort William .....	213,000				
do. afloat .....					
Galveston .....	918,000	72,000			
do. afloat .....					
Indianapolis .....	446,000	67,000	40,000	4,000	
Kansas City .....	1,085,000	154,000	51,000		
Milwaukee .....	90,000	20,000	73,000	1,000	169,000
do. afloat .....					
Minneapolis .....	777,000	7,000	418,000	42,000	250,000
Montreal .....	102,000	82,000	203,000	3,000	44,000
New Orleans .....	557,000	52,000			
do. afloat .....					
New York .....	569,000	177,000	382,000	19,000	33,000
do. afloat .....					
Peoria .....	17,000	65,000	425,000	28,000	1,000
Philadelphia .....	210,000	49,000	137,000	1,000	
Port Arthur .....	20,000				
do. afloat .....					
St. Louis .....	2,825,000	129,000	62,000	20,000	
do. afloat .....					
Toledo .....	548,000	623,000	1,687,000	17,000	5,000
do. afloat .....					
Toronto .....	1,000		1,000		
On Canal .....	184,000	1,092,000	297,000	26,000	
On Lakes .....	378,000	1,247,000	499,000	19,000	111,000
On Miss. River .....					
Grand Total .....	14,166,000	6,925,000	7,422,000	709,000	1,532,000
Corresponding date 1902 .....	22,056,000	2,264,000	5,214,000	706,000	631,000
Weekly Inc. ....	816,000	478,000		61,000	393,000
Weekly Dec. ....			24,000		

## FLAXSEED AT CHICAGO.

The receipts and shipments of flaxseed at Chicago during the 13 months ending with Aug. as reported by Chas. F. Lias, flaxseed inspector of the Board of Trade, were as follows:

Months.	Receipts.		Shipments.	
	1903-04.	1902-03.	1903-04.	1902-03.
August .....	345,226	411,198	97,809	250,496
September .....		545,866		273,292
October .....		783,075		145,142
November .....		755,833		140,400
December .....		408,271		40,559
January .....		258,875		28,643
February .....		454,650		39,473
March .....		282,200		46,323
April .....		206,918		39,367
May .....		91,800		46,375
June .....		106,250		14,362
July .....		234,981		23,491
Total bushels .....	345,226	4,539,917	97,809	1,088,023

## RANGE OF PRICES AT CHICAGO.

The daily range of prices for cash grain at Chicago for the month ending Sept. 12, has been as follows:

AUGUST	NO. 2* R.W.WHT		NO.1 NO.2* SP.WHT		CORN. NO. 2		ST. OATS.		NO. 2 RYE.		NO. N. W. FLAXSEED	
	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.
13.....	79½	81½	85	88	53	53	37	37	52	52½		
14.....	81½	83½	86½	89½	52½	52½	36	36½	53½	53½		
15.....	82½	83½	88½	90½	52½	52½	36	36½	53½	53½		
16.....												
17.....	81½	82½	87	89	52	52	36½	37½	53½	53½		
18.....	80½	82½	86	88½	53	53	36	36	53	53		
19.....	79½	81	86	89	51½	51½	35½	35½	53	53½		
20.....	79½	80	86	89	51½	51½	36	36	53	53		
21.....	79	80½	86	90	52½	53½	36½	36½	53½	53½		
22.....	79½	80½	86	90	51½	51½	35½	35½	53	53		
23.....												
24.....	79½	80	87	90	51½	51½	36	36½	53½	53½		
25.....	79½	80½	87	90	50½	50½	36½	36½				
26.....	79½	80½	87	90	50½	50½	36½	36½	53½	53½		
27.....	80½	81½	87	90	51½	51½	36½	36½				
28.....	80½	81½	87	89	51	51	37	37	54	54	1.01½	1.01½
29.....	80½	81½	87	89	51	51	36½	37				
30.....												
31.....	79½	80½	88	90	50½	51½	36	38	55	55		
Sept.—												
1.....	79½	80½	88	92	51½	51½			56	56	.99	.99
2.....	80½	81½	90	92	51½	51½	37½	38				
3.....	81½	81½	90	92	52½	52½			56½	56½	.99	.99
4.....	80½	81	90	92	52½	52½	38	38			1.00	1.00
5.....												
6.....												
7.....												
8.....	80½	80½	90	92	51½	52	38	38	57	57	1.00	1.00
9.....	79½	80½			51½	51½	37½	37½	56½	56½		
10.....	80	80½	93	93	51½	51½			56	56	1.01	1.01
11.....	79½	80½	92	93	51	51½	38	39			1.01	1.01
12.....	79½	80½	93	93	51½	52½	38½	38½	56	56		

+ Holiday.

During the week ending August 14, prime contract timothy seed sold at \$3.40 per cental; prime contract clover seed at \$12@12.50; Hungarian at 70@90c; German millet at 70@90c; buckwheat at 50c@1.75 per 100 pounds.

During the week ending August 21, prime contract timothy seed sold at \$3.15@3.40 per cental; prime contract clover seed at \$11@12.50; Hungarian at 70@90c; German millet at 70c@1.05; buckwheat at \$1.50@1.75 per 100 pounds.

During the week ending August 28, prime contract timothy seed sold at \$3.15 per cental; prime contract clover seed at \$10@11; Hungarian at 70@90c; German millet at 75c@1.05; buckwheat at \$1.50@1.75 per 100 pounds.

During the week ending September 11, Prime Contract Timothy seed sold at \$3.20@3.22½ per cental; Prime Contract Clover seed at \$9.15@9.25; Hungarian at \$0.70@0.90; German Millet at \$0.75@1.05; Buckwheat at \$1.50@1.75 per 100 pounds.

## RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain, etc., at leading receiving and shipping points in the United States for the month of Aug., 1903.

**BALTIMORE**—Reported by H. A. Wroth, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1903.	1902.	1903.	1902.
Wheat, bushels .....	1,102,087	2,291,025	1,034,815	2,423,063
Corn, bushels .....	312,947	151,225	210,556	3,265
Oats, bushels .....	257,449	643,986		40
Barley, bushels .....				
Rye, bushels .....	20,115	38,236		17,252
Timothy Seed, lbs. ....	5,787	5,530		
Clover Seed, lbs. ....	767	2,797		
Hay, tons .....	2,687	3,364	1,270	1,048
Flour, bbls. ....	358,443	379,602	279,348	301,903

**BOSTON**—Reported by Elwyn G. Preston, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1903.	1902.	1903.	1902.
Wheat, bushels .....	49,362	568,855	149,673	902,139
Corn, bushels .....	123,782	73,515	182,465	13,628
Oats, bushels .....	616,642	414,757	4,276	3,669
Barley, bushels .....	260	1,004		
Rye, bushels .....	714	1,775		
Flax Seed, bushels .....				
Millfeed, tons .....	859	1,507	307	401
Corn Meal, bbls. ....	1,440	2,050	3,231	1,561
Oat Meal, bbls. ....	6,334	2,998	531	990
Oat Meal, sacks .....	5,194	1,000	10,260	2,350
Hay, tons .....	8,390	6,340		26
Flour, bbls. ....	141,544	179,778	48,562	127,387

**BUFFALO**—Reported by F. Howard Mason, secretary of the Chamber of Commerce. Receipts by lake; shipment by rail.

Articles.	Receipts.		Shipments.	
	1903.	1902.	1903.	1902.
Wheat, bushels .....	1,330,003	6,613,461	930,000	4,739,000
Corn, bushels .....	3,402,747	2,988,474	3,291,400	2,287,000
Oats, bushels .....	2,501,728	738,989	3,336,000	520,000
Barley, bushels .....	190,844	35,000	29,000	
Rye, bushels .....	133,000	135,700	342,500	353,000
Clover Seed, lbs. ....				
Other Grass Seed, lbs. ....				
Flax Seed, bushels .....	555,000			
Hay, tons .....				
Flour, bbls. ....	5,929,961	5,544,994		

**CHICAGO**—Reported by Geo. F. Stone, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1903.	1902.	1903.	1902.
Wheat, bushels .....	3,381,799	7,653,369	1,218,087	5,777,574
Corn, bushels .....	5,530,025	1,933,540	7,868,202	5,434,784
Oats, bushels .....	8,164,885	6,401,986	5,452,939	5,985,021
Barley, bushels .....	450,225	417,875	39,130	31,395
Rye, bushels .....	179,000	476,925	34,786	367,658
Timothy Seed, lbs. ....	4,756,312	8,429,630	4,267,065	4,267,065
Clover Seed, lbs. ....	124,555	208,548	274,425	123,052
Other Grass Seed, lbs. ....	272,387	125,700	1,062,574	291,491
Flax Seed, bushels .....	382,780	260,375	83,420	227,044
Broom Corn, lbs. ....	882,310	2,260,970	470,005	800,260
Hay, tons .....	17,307	22,084	1,275	529
Flour, bbls. ....	555,922	492,404	385,441	376,216

**CINCINNATI**—Reported by C. B. Murray, superintendent of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1903.	1902.	1903.	1902.
Wheat, bushels .....	155,894	267,264	222,136	247,226
Corn, bushels .....	511,734	313,104	266,810	153,003
Oats, bushels .....	412,705	593,879	203,110	308,973
Barley, bushels .....	1,655	946	20	30
Rye, bushels .....	35,627	42,124	14,295	18,819
Timothy Seed, bags .....	7,492	20,147	3,842	4,218
Clover Seed, bags .....	622	711	362	865
Other Grass Seed, bags ..	5,827	7,516	5,566	5,924
Hay, tons .....	8,294	3,431	8,478	2,836
Flour, bbls. ....	111,019	193,558	69,128	1,521,539

**DETROIT**—Reported by F. W. Waring, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1903.	1902.	1903.	1902.
Wheat, bushels .....	210,862	488,899	29,115	158,592
Corn, bushels .....	133,901	143,850	51,421	9,278
Oats, bushels .....	432,798	649,071	51,365	134,390
Barley, bushels .....		15,886		
Rye, bushels .....	68,915	134,504	35,753	69,270
Flour, bbls. ....	22,800	42,900	14,800	29,200

**DULUTH**—Reported by H. B. Moore, secretary of the Board of Trade.

Wheat, bushels .....	384,946	415,273	458,403	2,205,793
Corn, bushels .....				
Oats, bushels .....	69,878	41,020	87,291	453,715
Barley, bushels .....	316,166	89,332	34,784	30,000
Rye, bushels .....	135,607	67,019	58,507	54,735
Flax Seed, bushels .....	187,309	55,714	1,009,650	78,953
Flour, bbls .....	693,070	1,145,105	734,225	1,174,785



## ELEVATOR AND GRAIN NEWS

### ILLINOIS.

A farmers' elevator is being built at Rowell, Ill.

George Wacker will build an elevator at Edinburg, Ill.

J. S. Bockock will build a new elevator at Camp Grove, Ill.

B. E. Morgan is building a new grain elevator at Buckley, Ill.

Rogers, Bacon & Co. will erect an elevator at Graymont, Ill.

The B. P. Hill Grain Co. succeeds C. S. Hill & Son at Freeport, Ill.

Walter Sickney's new elevator at Warren, Ill., is now in operation.

The new elevator at New Berlin, Ill., will be completed about October 1.

A. E. Shinn has purchased the grain business of Charles Austin at Flora, Ill.

Toberman Bros. succeed C. F. Laws & Co. in the grain business at Coffeen, Ill.

File & Carriker have succeeded the grain firm of Wiley & File at Irving, Ill.

E. Hartsock succeeds Danison & Hartsock in the grain business at Lane, Ill.

Moore & Sprague's elevator at Bement, Ill., has been purchased by an Ohio party.

C. W. Hendricks is reported to have sold his grain business at Bunker Hill, Ill.

Buyers & Shults, grain dealers at Disco, Ill., are reported to have dissolved partnership.

An addition to the Susdorf Elevator at Prospect, near Rantoul, Ill., has been completed.

Rogers, Bacon & Co. have repaired their elevator at Wapella, Ill., and rebuilt the driveway.

F. L. Warners' new elevator at Fisher, Ill., will be equipped with two improved Hall Distributors.

The Joseph Yentes Coal & Ice Co. succeeds the grain business of Tucker, Dodds & Co. at Morton, Ill.

W. F. Boyer has sold his store and elevator at Rapatee, Ill., to Fisher & Dawson of Monmouth, Ill.

The capital stock of the Decatur Elevator Co. of Decatur, Ill., has been increased from \$20,000 to \$50,000.

J. C. Britt is remodeling his elevator at Armington, Ill., and increasing its capacity about 10,000 bushels.

The elevator at Garrett, Ill., formerly owned by J. E. Evans & Co., has been purchased by Blaese Bros. of that place. The consideration was \$6,000.

F. L. Kidder's new elevator at Mays, Ill., has been completed, as well as the addition to his elevator at Paris, Ill.

Eli Sharp has installed a new 12-horsepower gasoline engine and a car loader in his elevator at Congerville, Ill.

Smith, Hippen & Co. will erect a new \$8,000 elevator at Naples, Ill. A spur track will connect it with the Wabash railway.

The new Farmers' Elevator at Richland, Ill., has been completed. Power will be furnished by a 20-horsepower gasoline engine.

The Farmers' Elevator Co. of Strawn, Ill., has let the contract for the construction of an elevator. Work was begun September 1.

E. Funk and G. J. Siebes of Minonk, Ill., have purchased a 65,000-bushel elevator at Wellington, Ill., taking possession September 1.

The Farmers' Milling Co.'s elevator at Edwardsville, Ill., which was recently damaged by fire, has been repaired and is again in operation.

The elevator at Fletcher, Ill., which was built about a year ago, has been put in operation. The engine and machinery were not installed until recently.

C. C. Smith has sold his interest in the grain business of Smith, Morrison & Co. at Pontiac, Ill., to S. L. Morrison. The style of the new firm will be Morrison & Co.

Work on the new Davis Elevator at Stonington, Ill., has been commenced and will be pushed to completion as fast as possible. A spur track to the site is being put in.

The new elevator of the Zorn Grain Co. at Downs, Ill., has been completed at a cost of \$10,000. The new house is modern in every respect. The elevator has a capacity of 70,000 bushels and is operated by a gasoline engine. The new brick

office is connected with seven different telephone lines for the convenience of the farmers.

The Farmers' Grain & Live Stock Co. has been incorporated at Morton, Ill., with a capital of \$3,000. The incorporators are: Amos Berky, Isaiah Metzler and M. M. Robinson.

The Decatur Elevator Co. of Decatur, Ill., has purchased J. Crawford & Son's elevator at Lovington, Ill., and will operate it in connection with elevators at Cerro Gordo and Milmine, Ill.

Jacob Steiner & Son's new elevator at Mackinaw, Ill., has been completed. The non-arrival of the machinery delayed the work for some time. The new house has a capacity of 35,000 bushels.

F. M. Murphy has retired from the grain firm of Daggett, Murphy & Co., at Ogden, Ill., and has been succeeded by B. B. Minor of Indianapolis, Ind. The style of the new firm is Daggett & Minor.

E. Eversole & Co. of Hindsboro, Ill., are increasing the storage capacity of their elevator to 25,000 bushels by the addition of several storage bins. They will also install a 35-horsepower engine and boiler.

Kirkpatrick, Lackland & Co. of Chenoa, Ill., are building a new 85,000-bushel elevator at Ocoya, Ill., to take the place of the two elevators destroyed by fire on July 1. The new house will be 80 feet in height.

The recently incorporated Farmers' Elevator Co. at Monticello, Ill., has secured a favorable site accessible to both the railroads at that place and will at once begin the work of constructing a modern elevator.

West Bros. of Loda, Ill., have purchased the elevator and residence at Thawville, Ill., owned by Lamoreaux & Foreman. Mr. Foreman will remove to Onarga, Ill., and Mr. Lamoreaux will locate temporarily at Gilman, Ill.

The Chicago Terminal Elevator Co.'s warehouses, managed for many years by the Weares, have been leased by John J. Bryant & Co. and will be operated under Mr. Bryant's management. The elevators have a capacity of 6,000,000 bushels. The new firm, which takes over the houses, has a capital of \$500,000.

Frank G. Ely of the Chicago Board of Trade has purchased a strip of ground at 77th street and the Illinois Central tracks, Chicago, and will build a 125,000-bushel grain elevator, replacing the house burned at Grand Crossing. He will also make alterations in his other elevator near by. The work will cost \$50,000.

The Mt. Pulaski Farmers' Grain & Elevator Co. has been incorporated at Mt. Pulaski, Ill., with a capital stock of \$7,000, distributed among ninety-one stockholders in \$50 shares. The following board of directors have been elected: John C. England, William Ditters and Joseph Roemer for a term of one year each; S. C. Dawson and J. E. Turley for a term of two years each; and Charles Brookes and R. H. Downey for a term of three years each.

### IOWA.

J. F. Koch & Co. have leased the Bartle Elevator at St. Ansgar, Iowa.

The Clinton Grain Co. has opened up its new elevator at Tipton, Iowa.

The Wesley Elevator Co. has purchased Mrs. M. F. Percy's elevator at Anita, Iowa.

Wagner & Sons, grain dealers at Kalona, Iowa, have sold their flour and feed business.

Hans Reese of Armstrong, Iowa, has purchased the Devereaux Elevator at Maple Hill, Iowa.

Gilchrist & Co. are rebuilding their elevator at McGregor, Iowa, which was recently destroyed by fire.

Dow & Sandham will handle lumber and coal in connection with their grain business at Harlan, Iowa.

J. A. Funk at Blanchard, Iowa, has sold his elevator to Malkinshaw & Co., giving possession September 15.

L. Stoltberg has sold his interest in the Theo. Sindt Grain Co., of Lake Park, Iowa, to the other members of that company.

Eichorn & Ahman, grain dealers at Remsen, Iowa, have dissolved partnership. The business will be continued by Mr. Ahman.

The Germania Grain and Stock Co. of Germania, Iowa, has installed one of Philip Smith's Improved Overhead Wagon Dumps in its elevator.

The Farmers' Grain and Stock Co. has been incorporated at Ridgeway, Iowa, with a capital stock of \$10,000, by Ole J. Linde, Jacob Jacobson and others.

The grain firm of De Wolf & Wells, with general offices at Laurens, Iowa, and operating elevators at Laurens, Havelock, Marathon, Albert City, Varina, Webb and Cerlew, Iowa, write that they have sold their elevators at Laurens, Havelock and Cerlew to the Tiedman Elevator Co. of Fonda, Iowa. The

firm expects to buy some additional houses in Minnesota.

Smith & Lewis are erecting a new elevator at Keota, Iowa. The new house will be 30x40 feet in dimensions and 45 feet in height. It will cost when completed about \$2,500.

A farmers' elevator company is being organized in the vicinity of Boone Iowa, for the erection of a co-operative elevator at Boone, on the right of way of the Newton & Northwestern Railway.

B. A. Lockwood & Co.'s new elevator at Ames, Iowa, has been completed. It has a capacity of 50,000 bushels and is larger and better equipped than the one destroyed by fire last October.

E. Vanderburg, for the past 22 years an employe of the Plymouth Milling Co. at Le Mars, Iowa, has removed to Sioux Center, Iowa, and has engaged in the grain business with his brother, J. Vanderburg, of that place.

### MINNESOTA.

A new elevator will be built at De Graff, Minn.

A new elevator is being built at Humbolt, Minn.

The new elevator at Frost, Minn., is nearly completed.

The new elevator at Lansing, Minn., has been completed.

The new elevator at Wolverton, Minn., has been completed.

The new elevator at Odessa, Minn., is about ready for business.

The Amenia Elevator Co. is erecting an elevator at Atwater, Minn.

R. O. Lund has started up his new elevator at Wanamingo, Minn.

Fred Reynolds is building an elevator and feed mill at Barry, Minn.

The Loomis Elevator Co. is building a new elevator at Epson, Minn.

The Dawson Produce Co.'s new elevator at Dawson, Minn., is completed.

The new Farmers' Elevator at Arco, Minn., is completed and in operation.

The Cargill Elevator Co. has completed its new elevator at Holloway, Minn.

Henry Biltgen has overhauled and repaired his elevator at Minneiska, Minn.

The Osceola Mill and Elevator Co. is building an elevator at Otisville, Minn.

H. A. Wiemer of Harris, Minn., is about to build an elevator at Lake Park, Minn.

Charles Stark is building an elevator of 10,000 bushels capacity at Darfur, Minn.

The Milwaukee Elevator Co. has purchased the Loomis Elevator at Kenyon, Minn.

A new elevator is being built at Humbolt, Minn., by the Red Lake Falls Milling Co.

Sindham & Co., of Minneapolis, Minn., are building an elevator at Silver Creek, Minn.

Some new machinery has been installed in the Farmers' Elevator at Belview, Minn.

The new elevator of the Imperial Elevator Co. at Alexandria, Minn., is about completed.

The Taylor Elevator Co. has leased John Howard's elevator at Dodge Center, Minn.

The R. E. Jones Co. of Wahasha, Minn., is building a new elevator at Hammond, Minn.

The Calumet & Western Elevator Co. succeeds the Iowa Elevator Co. at Minneapolis, Minn.

The new elevator of the S. Y. Hyde Elevator Co. at Rapidan, Minn., has been completed.

The Eagle Roller Mill Co. has installed a gasoline engine in its elevator at Evan, Minn.

Berry Bros. are building an elevator in connection with their flour mill at Hector, Minn.

C. A. Litchfield has withdrawn from the Dodge Center Elevator Co. of Dodge Center, Minn.

A. Overstad has installed a 30-horsepower gasoline engine in his elevator at Hancock, Minn.

G. H. Hunt & Co. have succeeded George H. Hunt in the grain business at Brownsdale, Minn.

The Farmers' Elevator Co. of Farihault, Minn., has installed a 10-horsepower electric motor.

The Farmers' Elevator Co. of Renville, Minn., has installed a new dump scale in its elevator.

The S. Y. Hyde Elevator Co. succeeds to the business of the Wykoff Grain Co. at Wykoff, Minn.

The Minnesota & Western Grain Co. will handle coal and wood at its elevator at Willmar, Minn.

George A. Hellman of Chicago, Ill., is having a 4,000-bushel flat house built at Zumhro Falls, Minn.

George Murfin has sold his elevator at Winnebago City, Minn., to P. A. McGregor of Minneapolis.

The recently organized Farmers' Elevator Co. of Nashua, Minn., has about completed a 17,000-bushel elevator at that point. The officers of the new company are as follows: President, G. W. Mace;



vice-president, A. Prohosky, and secretary-treasurer, P. F. Nash.

Parson Bros. have purchased the old mill elevator at Warren, Minn. and will buy grain at that point.

An annex is being built to increase the capacity of the Anchor Grain Co.'s house at Heron Lake, Minn.

The Woodworth Elevator Co. of Minneapolis, Minn., will build an elevator at Parkers Prairie, Minn.

The North Western Elevator Co. will remove its elevator at Dorwart to a new site at Clarks Grove, Minn.

C. G. Roosen has sold his elevator at Delano, Minn., to the Stewart Elevator Co. of Minneapolis, Minn.

The St. John Grain Co. of Heron Lake, Minn., has purchased the Thorstensen elevator at Amboy, Minn.

The Woodward Elevator at Hallock, Minn., has been overhauled and repaired and a new dump scale put in.

The Teslow Elevator at Hayward, Minn., has been sold and will be operated by a new firm this season.

The new 20,000-bushel elevator of the Skewis-Moen Elevator Co. at Dundee, Minn., is now in operation.

A new engine house has been built and a gasoline engine installed at Nels Enge's elevator at Mayer, Minn.

G. C. Stevenson & Co. of St. Charles, Minn., will rebuild their elevator at Dover, Minn., which was recently burned.

A new engine has been installed in the Monarch Elevator at Hancock, Minn., and the house thoroughly overhauled.

The Granada Grain & Implement Co. of Granada, Minn., has installed a 5-horsepower gasoline engine in its plant.

The Devaraux Grain Co. has closed its elevator at Rushmore, Minn. The shortage of crops in that section was the cause.

The Farmers' Elevator Co., of Litchfield, Minn., held its annual meeting recently and declared a dividend of 10 per cent.

Thomas Heid has remodeled his elevator at Browerville, Minn., and installed additional equipment for handling grain.

The new elevator of the Farmers' Grain & Fuel Co. at Delhi, Minn., was completed and opened for business on September 1.

A farmers' elevator company is being organized at Courtland, Minn., for the purpose of either buying or building an elevator.

Gilbeertson & Espeseth's Elevator at Erskine, Minn., has been leased by local business men. Possession will be given September 15.

The Osborne-McMillan Elevator Co. has completed its new elevator at Georgeville, Minn. F. S. Thorngard will again have charge as agent.

The elevator at Olivia, Minn., owned by Sever Christopherson of Minneapolis has been purchased by Edward Haskins of Glencoe, Minn.

The Minneapolis & Northern Elevator at Georgetown, Minn., which was recently struck by lightning, has been repaired and painted.

The Security Elevator Co., of Minneapolis, Minn., has purchased the Seeger Elevator at Marietta, Minn., and placed F. O. Snow in charge.

The Minneapolis & Northern Elevator Co. has overhauled and repaired its elevator at Pelican Rapids, Minn., and installed a new dump scale.

The Younglove & Boggess Co., of Mason City, Iowa, is installing an improved Hall Distributor in its elevator now being erected at Storden, Minn.

A company has been formed at Ellendale, Minn., for the erection of a farmers' elevator; a feed mill also will be built in connection with the new house.

The Woodworth Elevator Co. has purchased the Monarch Elevator Co.'s elevator at Henning, Minn., and will move it to a new site on the Soo Railway.

John Gazette has leased his elevator at Rice, Minn., to the Powers Elevator Co., who will operate it in connection with its own elevator at that place.

The Ball Elevator Co. has been incorporated at Duluth, Minn., with a capital of \$100,000, by John H. Ball, Robert Dunn and H. R. Spencer, all of Duluth.

F. P. Reimers has made several improvements to his flat house at Brownston, Minn., including the enclosing of the driveway and putting in a steel grain pit.

At the annual meeting of the Revere Elevator Co., held at Revere, Minn., recently, the following officers were elected for the ensuing year: H. A. Nelson, president; H. Erickson, vice-president; H. H. Dahl, treasurer, and N. H. Dahl, secretary, buyer

and manager. The foregoing officers and C. O. Nichols compose the board of directors.

The Lake Benton Milling Co. is erecting a new 25,000-bushel elevator near its flour mill at Lake Benton, Minn. The new house will be operated by electricity.

The St. Anthony & Dakota Elevator Co. has purchased the coal business of the E. J. Jones Co. at Donnelly, Minn., and will operate it in connection with the elevator.

After an existence of three years the Farmers' Elevator Co. of Graceville, Minn., has closed up its affairs and sold its elevator to the Northern Grain Co. of Minneapolis.

The Great Western Elevator at Henning, Minn., has been sold to the new Prairie Elevator Co. and will be moved to a site on the right of way of the new line of the Soo Railway.

The Canton Grain Co. of Canton, S. D., has purchased the S. Y. Hyde Elevator Co.'s flat house at Lakefield, Minn., and is tearing it down preparatory to erecting a large and modern elevator.

D. H. McKellar has sold his elevator at Brewster, Minn., to the St. John Grain Co. of Heron Lake, Minn. Mr. McKellar will continue in charge of the elevator and has taken stock in the company.

The Federal Elevator Co.'s elevator at Kennedy, Minn., which was formerly owned by the Independent Elevator Co., has been overhauled and repaired preparatory to handling new crop wheat.

The recently organized Farmers' Elevator Co. at Truman, Minn., has been refused a site by the Omaha Railway Co. and has brought an action against the railway officials to compel them to grant it.

James Cowin has closed his elevator at Adrian, Minn., and will not open it this year. G. L. Ellsworth, who has had charge of the house for the past nineteen years, has taken charge of the new Cargill Elevator at De Graff, Minn.

The Douglass Elevator Co. has closed its elevator at Kenneth, Minn., on account of the almost total destruction of the wheat crop in that vicinity by a hail storm some time ago. It is estimated that not over 20 loads of wheat will be marketed at that point this season.

At the annual meeting of the Farmers' Elevator Co. of Belview, Minn., held at that place recently, the following officers were elected: G. E. Adsit, president; P. A. Hanson, vice-president; A. M. Monson, secretary and A. O. Gimmetstad, treasurer. Helmut Hagen, C. Knutson, C. Enestvedt, L. T. Braafladt and C. O. Gimmetstad were elected directors. A dividend of 40 per cent was declared.

A stock company has been organized at White Bear, Minn., for the erection of an independent elevator. The officers are W. Gall, president; Herman Wagner, vice-president; E. B. Robertson, secretary; T. E. Fellows, treasurer, and P. H. Sims, general manager. The board of directors is composed of the following: J. H. Spink, G. H. Lemon, F. J. Reif, Fred Turner, S. O. Francis, C. L. Clark and J. A. Haussner. An elevator will be built at once.

The Milwaukee Elevator Co. will erect three new elevators on the new branch of the Milwaukee road between Fairbault and Zumbrota, Minn. One of the houses will be at Kenyon, Minn., one at a place known as Bombay and the third at the first station west of Kenyon. Each of the new elevators will be of frame, 30x30 and 35 feet in height to the plate. They will be 52 feet in height to top of cupola and will be cribbed with 2x6 material. Work on the new structures will be begun at once.

Thirty new elevators will be erected along the line of the new Soo extension north of Glenwood, Minn. Three Minneapolis elevator companies will divide this field. They are the Woodworth Elevator Co., the Osborne-McMillan Co., and a third company backed by Washburn-Crosby interests, which will operate as the Prairie Elevator Co. Twelve new stations will be established on the new line of railroad between Glenwood and Detroit, Minn., and from one to three elevators will be built at each station. New houses will also go up at Parkers Prairie and Henning, Minn., points of importance on the new road.

#### WESTERN.

The Everett Milling Co.'s new warehouse at Krupp, Wash., is completed.

An extension 40x80 feet is being built to the lower terminal warehouse at Tramway, Idaho.

The Orondo Shipping Co., of Wenatchee, Wash., is building a grain warehouse at Irby, Wash.

E. C. Lloyd has sold his grain and hay business at Garfield, Wash., to Benjamin Rowell of that place.

Kerr, Gifford & Co. is putting up a building at Turners, Wash., to be used as a grain cleaning house and chop mill.

The Farmers' Grain and Supply Co. of Spokane, Wash., is building a grain warehouse at Irby, Wash. The company contemplates the erection of several

warehouses at various points on the line of the Great Northern Railway.

The Puget Sound Warehouse Co. of Tacoma, Wash., has awarded contracts for the construction of two large warehouses at Pullman, Wash., to replace the structures recently burned. The new buildings will be 40x100 and 40x60 feet respectively, and it is expected they will be completed and ready to receive grain on or about September 15.

#### WISCONSIN.

F. J. Bosner is building an elevator at Wheeler, Wis.

The new Bassett Elevator at Lena, Wis., is about completed.

The Seyk Elevator Co. has completed its elevator at Forestville, Wis.

Hoitomt & Mashak are building a grain warehouse at Melvina, Wis.

F. W. Pynn succeeds the East Elevator Co. (not inc.) at Hartland, Wis.

J. M. Caldwell has sold his grain and implement business at Portage, Wis.

Fred Fischer succeeds Henry E. Jordan in the grain business at Waldo, Wis.

J. M. Rivard is putting up a new elevator and warehouse 60x80 feet at Fairchild, Wis.

Martin Jackson has leased his elevator at Sparta, Wis., to the H. E. McEachron Co. of Wausau, Wis.

F. Wendt & Co. of Wilwaukee, Wis., are erecting a \$7,000 elevator building on 30th street in that city.

The recently incorporated Union Elevator Co. has nearly completed its new elevator at Cadott, Wis.

William Kaul has taken out a building permit for a frame grain elevator at Milwaukee, Wis., to cost \$2,000.

The W. W. Cargill Elevator Co. of La Crosse, Wis., is building a large grain elevator at Fon du Lac, Wis.

A. Peckham, William Slatter and William Agnew have purchased the elevator at Deansville, Wis., owned by Gibbons & Son of Sun Prairie, Wis.

Hall Bros., who have been for some time local managers for the Northern Grain Co. at Manitowoc, Wis., have severed their connection with that company and will engage in the hay and grain business for themselves.

The McGuire Hay & Grain Co. of Chippewa Falls, Wis., is building a grain and hay warehouse at Howard, Wis., a small town west of Chippewa Falls on the Wisconsin Central. The company is also building new elevators at Fall Creek and Rosedale, Wis.

E. L. Barnes will install a new 32-horsepower gasoline engine in his elevator at Milton, Wis., to replace the present 22-horsepower engine. The increase of the elevator capacity makes more power necessary. He has also put in a new car loader and made other improvements in the house.

#### NORTH DAKOTA.

A new elevator will be built at Bowdon, N. D., this fall.

A farmers' elevator is in contemplation at Wimbeldon, N. D.

Another elevator is reported to be in prospect at Balfour, N. D.

A. Erne of Harvey, N. D., is building an elevator at Tiago, N. D.

The Atlas Elevator Co.'s house at Oakes, N. D., has been remodeled.

John Aird of Brocket, N. D., is building an elevator at Lawton, N. D.

The new Monarch Elevator at Cooperstown, N. D., has been completed.

R. E. Knowlton is building a new 7,500-bushel elevator at Bowbells, N. D.

Bert Phipps of McHenry, N. D., is building a 22,000-bushel elevator at Lewis, N. D.

Delaney Bros., of Williston, N. D., are building a 20,000-bushel elevator at Ray, N. D.

The Winnipeg Elevator Co. has completed a new 25,000-bushel elevator at Portal, N. D.

Leyhart & Haver are building an elevator of 14,000 bushels capacity at Bottineau, N. D.

The Osborne-McMillan and the Royal Elevator companies are erecting elevators at Galva, N. D.

The new elevator recently completed at Sonora, N. D., has been purchased by Parsons Bros. of Theed, N. D.

The Winter & Ames Elevator Co. of Minneapolis, Minn., will erect an elevator at the new town of Westhope, N. D.

The Blabon Farmers' Elevator Co. of Blabon, N. D., has contracted with Honstain, Bird & Co. of Minneapolis for a 30,000-bushel grain elevator. It will be operated by a 12-horsepower Otto Gasoline



Engine and is furnished with a No. 3 Monitor Flax Cleaner.

M. W. Hostetter of Grafton, N. D., is equipping his elevator at Auburn, N. D., with an improved Hall Distributor.

The new 35,000-bushel elevator of the Taft Farmers' Elevator Co. at Taft, N. D., is completed and open for business.

The St. Anthony & Dakota Elevator Co. has overhauled and repaired its elevator at Mayville, N. D., and installed new scales.

Julius Morstad, formerly at Clitherall, Minn., is reported to have removed to Wyndemer, N. D., and engaged in the grain business.

The grain firm of Putnam & Gray at Kenmare, N. D., has dissolved partnership, and the business will be continued by William Putnam.

The Farmers' Elevator Co. has put in a new set of platform scales at its elevator at Church's Ferry, N. D., and has also enlarged the grain pit.

The Powers Elevator Co. has completed its new elevator and coal sheds at Tappen, N. D. The company will also carry lumber and builders' supplies.

Malcom Morrison has installed a new 10-horsepower gasoline engine in his elevator at Langdon, N. D., to replace a 6-horsepower engine which proved too light for the work.

The Burgess Elevator Co. recently installed a set of Howe scales in its elevator at Northwood, N. D. The company has about completed its new 35,000-bushel elevator at Lawton, N. D.

The Minneapolis & Northern Elevator Co. has completed its new 40,000-bushel elevators at Emmerado and Conway, N. D., and will build three elevators at points on the new Granville extension of the Great Northern.

The Amenias Elevator Co. of Duluth, Minn., has entered the North Dakota field and is building elevators at Gardon, Pembina and Ripon, N. D. It has also acquired the elevator of the Kempton Elevator Co. at Kempton, N. D.

Honstain, Bird & Co. of Minneapolis, Minn., have the contract for a 20,000-bushel grain elevator for C. C. Mortrude at East Ridge, N. D. It will be equipped with a 12-horsepower Fairbanks Gasoline Engine and a No. 10 Clipper Cleaner.

Sorenson & Son, of Sheldon, N. D., who recently purchased a flour mill at Lisbon, N. D. have taken possession and are remodeling the plant. They will build a 30,000-bushel elevator near the mill. A new 70-horsepower Corliss Engine has been installed to operate the mill, elevator and an electric lighting plant, which is being installed. The firm will also put in a new water wheel, flume and race in addition to the steam plant.

#### SOUTH DAKOTA.

Dougherty & Daniels are building a 16,000-bushel elevator at Britton, S. D.

An independent elevator is being built at Groton, S. D., by local capitalists.

S. J. Dillman has installed a new engine in his elevator at Revillo, S. D.

H. C. Smith has completed a new 15,000-bushel elevator at Spencer, S. D.

The Wagner Mill Co. is building a 30,000-bushel elevator at Milbank, S. D.

The new Farmers' Elevator at Garden City, S. D., is nearly ready for business.

G. W. Crawford's new elevator at Letcher, S. D., has been opened for business.

David E. Brown of Sisseton, S. D., is building an elevator at White Rock, S. D.

E. F. Alguire succeeds Cole P. Hastings in the grain business at White, S. D.

The Vienna Roller Mill Co. is building a new 20,000-bushel elevator at Vienna, S. D.

Charles Zehnpfenning has about completed his new 25,000-bushel elevator at Parkston, S. D.

It is reported that a farmers' company will be organized to build an elevator at Wilmot, S. D.

The new 50,000-bushel elevator of the Wohlheter Elevator Co. at Elkton, S. D., is nearly completed.

The Ward-Caldwell elevator at Elkton, S. D., has been enlarged and the storage capacity greatly increased.

W. W. Fletcher, a grain dealer of Pipestone, Minn., has leased the Farmers' Elevator at Flaudreau, S. D.

The Reliance Elevator Co. of Minneapolis, Minn., has purchased the Spencer Grain Co.'s elevator at Mitchell, S. D.

The Spencer Grain Co. has sold its elevator at Mt. Vernon, S. D., to the Reliance Elevator Co. of Minneapolis, Minn.

The elevator at Houghton, S. D., has been overhauled and several improvements made. It is now ready for business.

The McCaull-Webster Elevator at Oldham, S. D., recently purchased by W. Z. Sharp of Forestburg, S. D., has been sold by him to Larkin & Thompson

of Madison, S. D. Mr. Sharp is reported to have received \$500 more than he paid for the house.

E. A. Brown of Laverne, Minn., has purchased the McCaull-Webster Elevator Co.'s elevator at Palmer and Alto, S. D.

Work on the new Davenport elevator at Brandt, S. D., is progressing rapidly and the new house will soon be completed.

E. A. Rippe has completed the work of enlarging his elevator at Madison, S. D., and the house now has a capacity of 30,000 bushels.

The Younglove & Boggess Co., of Mason City, Iowa, will equip its new elevator at Howard, S. D., with an improved Hall Distributor.

L. N. Crill of Elk Point, S. D., has purchased A. G. Hahn's elevator at Aberdeen, S. D. Mr. Hahn will engage in the real estate business.

E. L. Carl of Sturgis, S. D., has been awarded the contract to furnish 2,700,000 pounds of oats and 150,000 pounds of straw for Fort Meade.

F. G. Brooberg is building an elevator on the Northwestern right of way at Groton, S. D. The new house is to be completed by October 1.

Larkin & Thompon are building an addition, 40x60 feet, to their elevator at Sioux Falls, S. D. It will be used as a store room for flour and feed.

M. J. Winchell's new 30,000-bushel elevator at Howard, S. D., has been completed. The new house is modern in every respect and much larger than the one burned.

A. N. Carlisle has sold his elevator at Woonsocket, S. D., to other local dealers and has retired from active business, after nearly nineteen years in the grain trade.

The Union Seed & Grain Co., recently organized at Madison, S. D., by local capitalists, is building a large elevator at that point. The new house will contain a plant for cleaning and drying grain for seed purposes. The new elevator will be the ninth at that place.

#### OHIO, INDIANA AND MICHIGAN.

A new elevator is being erected at Benson, Mich.

M. J. Lee will build an elevator at Wesley, Ind.

Robert Pogue is building a new elevator at Lnm, Mich.

The new elevator at Lyons, Ohio, is about completed.

A new grain elevator is being built at North Adams, Mich.

Bartlett, Kuhn & Co. are building a new elevator at Blackhawk, Ind.

It is reported that S. E. Willey will build an elevator at Hamilton, Ohio.

M. N. Coyner succeeds H. C. Miller in the grain business at Frankfort, Ohio.

Daniel Pray is reported to have disposed of his grain business at Delphi, Ind.

E. L. Carroll is making several improvements in his elevator at Craigville, Ind.

J. P. Shoemaker succeeds W. H. H. Quick & Co. in the grain business at Frankton, Ind.

W. F. Engel has installed an improved Hall Distributor in his elevator at Bad Axe, Mich.

The Bad Axe Grain Co. has been incorporated at Bad Axe, Mich., with a capital of \$20,000.

The Bangor Elevator Co. succeeds Frank Overton in the grain business at Bangor, Mich.

E. D. Astley & Son of Grand Ledge, Mich., are putting up a new elevator at Portland, Mich.

The recently incorporated Union Grain and Coal Co. of Payne, Ohio, has increased its capital stock from \$20,000 to \$50,000.

Philip Smith, Sidney, Ohio, has the contract for furnishing machinery for the new elevator of C. N. Adlard at Russia, Ohio.

The Lauer Elevator Co., of Douglass Ohio, is putting one of Smith's Improved Drag Corn Feeders in its mill and elevator.

W. B. Lynch is building a large elevator at Darlington, Ind. The machinery will be operated by a 35-horsepower gasoline engine.

A new elevator is being built at Coleman, Mich.

Chatterton & Son have remodeled and painted their elevator at Mt. Pleasant, Mich.

L. W. Baker, Maplewood, Ohio, has let the contract for the machinery for remodeling his elevator to Philip Smith of Sidney, Ohio.

The Wiley Mill and Elevator Co., of Ross, Ohio, have purchased machinery of Philip Smith, Sidney, Ohio, for its elevator at Okeana, Ohio.

J. E. Wells & Co., of Quincy, Ohio, are making improvements in their elevator. The machinery was purchased of Philip Smith, Sidney, Ohio.

L. E. Mullen is building a new elevator at Kalida, Ohio, at a cost of \$7,000. Frederick Grismon of that city is also interested in the enterprise.

The grain firm of Reynolds Bros. of Toledo, Ohio, has leased the Wabash terminal elevator at Detroit, Mich. The elevator has a capacity of 1,250,000 bush-

els, and will be used for the extension of the firm's export business. The headquarters of Reynolds Bros. will remain at Toledo.

The Spencer Slauson Grain Co., of Piqua, Ohio, is equipping its elevator at Farrington, Ohio, with machinery purchased of Philip Smith, Sidney, Ohio.

The Reighard-Emrick Grain Co., of College Corners, Ohio, has purchased machinery for its new elevator at Raymond, Ind., of Philip Smith of Sidney, Ohio.

Dwight G. Hay is building an elevator and mill at Creston, Ohio. The house will have a capacity of 7,000 bushels and will be in operation by the middle of October.

Ireton Bros., of Van Wert, Ohio, are installing a New Era Passenger Elevator in their house at Middleport, Ohio. It was purchased of Philip Smith, Sidney, Ohio.

S. M. Isbell & Co.'s elevator at Jackson, Mich., which was destroyed by fire on June 9, is being rebuilt. It is expected that the new house will be completed by October 1.

The C. E. DePuy Co. of Stockbridge, Mich., will take up the grain business in connection with the bean trade. The company recently completed a large elevator at Stockbridge.

It is reported that Rosenbaum Bros. of Chicago, Ill., proprietors of the B. & O. Elevator at Sandusky, Ohio, will erect another elevator of 500,000 bushels' capacity in that city.

Hankins Bros., operating elevators at Elsie and Bannister, Mich., have formed a partnership with W. H. Axford of Owosso, Mich., and will engage in the grain business at the later place.

A new elevator of 25,000 bushels capacity is being constructed at Lime City, Ohio. The machinery will be operated by a gasoline engine and the house will be modern in every respect.

A change in the personnel of the Royce & Coon Grain Co. of Bowling Green, Ohio, took place on September 1. On that date John B. Ballon, who has been secretary of the company for some years, resigned and was succeeded by C. W. Barnes, formerly secretary-treasurer of the D. & C. Boat Line.

The existing grain elevator at Edwardsburg, Mich., will be torn down to make room for the new tracks of the Grand Trunk Railway. The owners of the present elevator, McLane, Swift & Co., will erect a new elevator on a more favorable site in that city. The new house will be 36 feet square and 60 feet in height. It will cost about \$5,700.

#### MISSOURI, KANSAS AND NEBRASKA.

M. W. Chelf is building an elevator at Dana, Kans.

A wheat elevator is being built at Coldwater, Kans.

A new elevator is being erected at Valley Falls, Kans.

Votaw Bros. are building a new elevator at Maywood, Nebr.

Early & Hull are building a new grain warehouse at Baring, Mo.

L. A. Dockum has remodeled his grain warehouse at Jetmore, Kans.

The new Farmers' Elevator at Anthony, Kans., is nearly completed.

The Nebraska-Iowa Grain Co. will build an elevator at Exeter, Nebr.

The grain firm of Rundberg & Osterburg at Ong, Nebr., has dissolved.

The new elevator at Sharon, Kans., is completed and ready for business.

The Duquoin Mill Co.'s new elevator at Duquoin, Kans., has been completed.

W. D. Wilson's new elevator at Cozad, Nebr., is nearly ready for business.

J. W. Jameson & Son succeed Jameson Bros. in the grain business at Stella, Nebr.

Heinzelman Bros. has completed a new 9,000-bushel elevator at Verdon, Nebr.

A 16x40 scoop house has been built at Danbury, Nebr., by farmers of that vicinity.

George Holtorf's new 35,000-bushel elevator at Malmo, Nebr., has been completed.

A 20,000-bushel elevator is being built on the Kilpatrick ranch, near Beatrice, Nebr.

The R. L. Moore Co. succeeds R. L. Moore & Co. in the grain business at Irving, Kans.

The new elevator of the Westbrook-Gibbons Grain Co. at Shelton, Nebr., is completed.

The Thorstenberg Grain Co. has purchased the Claffin Elevator Co.'s plant at Claffin, Kans.

Henry Roberts of Arlington, Nebr., is erecting a 20,000-bushel elevator at Tekamah, Nebr.

The Cambridge Grain and Live Stock Association is building an elevator at Cambridge, Nebr.

The Moundridge Milling Co. of Mound Ridge, Kans., is increasing its present storage capacity by the erection of a steel grain tank 30 feet in



diameter and 35 feet in height, with a storage capacity of 30,000 bushels of wheat.

The Crowell Lumber & Grain Co. is making improvements on its elevator at Scribner, Nebr.

The H. L. Strong Elevator and Grain Co. is reported to have sold its business at Freeport, Kans.

Lang & Arnold, grain dealers at Kahoka, Mo., have dissolved, Michael Lang withdrawing from the firm.

The Farmers' Grain and Live Stock Shipping Association has completed its elevator at Sharonville, Nebr.

The repairs to the Farmers' Elevator at Sutton, Nebr., have been completed and grain is now being received.

The Farmers' Elevator Co., of Wausa, Nebr., will install an improved Hall Distributor in its new elevator.

An old storage warehouse at Eustis, Nebr., is being remodeled and will be used as a co-operative elevator.

A new elevator is being built at Dorchester, Mo. It is expected that it will be completed about September 15.

Twamley & Son, of Omaha, Nebr., will install an improved Hall Distributor in their new elevator at Edholm, Nebr.

U. B. Sharpless of Monrovia, Kans., and G. W. Hendrickson have purchased C. E. Smith's elevator at Effingham, Kans.

The new 20,000-bushel elevator of the Co-operative Shipping Association at Sterling, Kans., has been put in operation.

The Callaway Milling and Manufacturing Co., of Callaway, Nebr., will equip its elevator with an improved Hall Distributor.

A new Fairbanks, Morse & Co. gasoline engine has been installed in Milmine, Bodman & Co.'s elevator at Grafton, Nebr.

William Ruggs is buying grain without an elevator at Lyndon, Kans., for the Morrison Grain Co. of Kansas City, Mo.

The Farmers' Elevator Co. of Wausa, Nebr., has leased a site near its present elevator and will erect a large oat elevator.

The new 75,000-bushel elevator of the Stockton Elevator and Shipping Association at Stockton, Kans., has been completed.

The Peavey Elevator Co. has built a new office building and engine room at its elevator at Wayne, Nebr., and have installed a new engine.

The Crowell Lumber & Grain Co. of Blair, Nebr., has placed an order for an improved Hall Distributor for its new elevator at Herman, Nebr.

A farmers' live stock and grain association is reported to have been organized at Memphis, Nebr., for the purpose of building an elevator.

The work of rebuilding the north wall of the Inter Ocean Elevator, at Topeka, Kans., which was washed out by the flood, has been completed.

The grain firm of John Mullen & Co. at Wood River, Nebr., has been dissolved. Mr. Mullen retiring. The business will be continued by Jerry Bowen and Daniel Lyons.

The Gorham Elevator at Gorham, Kans., has been sold by E. D. Gorham to the local branch of the State Farmers' Co-operative Shipping Association. Possession was given September 1.

The Wells-Hord Grain Co. of Central City, Nebr., has purchased Thomas Kirk's coal and implement business at Gibbon, Nebr., and will operate it in connection with the elevator at that place.

Linton, Williams & Co. of Kansas City, Mo., have incorporated as the Linton-Williams Grain Co., with a capital of \$10,000. The incorporators are: Fred R. Linton, Addison Clark and Harry E. Williams.

Work on the new elevator of the Farmers' Co-operative Grain and Live Stock Association at Dorchester, Nebr., is progressing rapidly and it is expected to have the house completed about September 15.

Farmers in the vicinity of Daykin, Nebr., have organized a company for the erection of an elevator at that point, unless they can purchase one of the elevators now doing business there. About forty farmers have subscribed for \$100 worth of stock each.

J. B. Billards' mill and elevator at Topeka, Kans., which were badly damaged by the floods, have been repaired and are again in operation. Considerable of the flour and meal was found to be in good condition, but a large quantity of bran, chops and feed was ruined.

The Rock Island Railway has asked the courts to issue a restraining order against the recently organized Preston Elevator, Grain & Live Stock Co., at Preston, Nebr., to prevent the farmers' company from erecting an elevator upon the railroad company's right of way. The case is under advisement.

G. S. Clayton's elevator at Wood River, Nebr.,

has been sold to parties who will remodel it and increase the capacity.

The Burlington Route has awarded contracts for the construction of a 1,000,000-bushel elevator at Harlem, Mo. The house will be operated by the Harroun Elevator Co. of Kansas City, Mo.

The Hobart & Trowbridge Live Stock Co. has been organized at Omaha, Nebr., by R. T. Hobart and H. T. Trowbridge of Denver, Colo. The company is erecting a grain elevator and sheep sheds at the junction of the Burlington and Missouri Pacific railroads at South Omaha.

The Blue Rapids Milling and Elevator Co. has been chartered at Blue Rapids, Kans., with a paid up capital of \$25,000. The stockholders are, Paul A. Anderson, J. L. Barnes, C. E. McAtee and S. A. Barnes. The company has purchased the Peacock Elevator and has let the contract for the erection of a 200-barrel flour mill. The new company took possession of the elevator September 10, and expect to have the new mill completed and in operation about December 1.

#### SOUTHERN AND SOUTHWESTERN.

A new elevator is being built at Lenapah, I. T.

Nathan Newcomb has erected an elevator at Tangier, Okla.

A new grain elevator is in course of construction at Lone Wolf, Okla.

E. H. Linzee is erecting a new 30,000-bushel elevator at Hobart, Okla.

Crowell Bros. succeed Crowell Bros. & Clark in the grain business at Alva, Okla.

John A. Tyner & Co. succeed Tyner & Erhard in the grain business at Nashville, Tenn.

R. F. Dowell is reported to have withdrawn from the Kitching Grain Co., of McKinney, Texas.

W. H. Randol succeeds E. H. Crenshaw & Co. in the grain and feed business at Fort Worth, Texas.

L. H. Powell of El Dorado, Kans., writes that he has started a wholesale grain business at Muskogee, I. T.

Work has been begun on the new elevator and flour mill of Gwinn Bros. & Co. at Huntington, W. Va.

The Beaumont Grain & Storage Co. has been chartered at Beaumont, Texas, with a capital stock of \$50,000.

The Farless Milling Co. has erected two steel elevators, each having a capacity of 50,000 bushels, at Henderson, Tenn.

Knox & Son of Lawton, Okla., recently received the contract to supply Fort Sill with 69,000 bushels of grain for the ensuing year.

The Western Grain Co. of Kansas City, Mo., has established a buyers' office at Kingfisher, Okla., with P. S. Carpenter in charge.

The new elevator of the Farmers' Protective Shipping Association at Blackwell, Okla., has been completed and is ready for business.

The Gatesville Grain Co. of Gatesville, Texas, has been chartered with a capital stock of \$5,000, by J. R. Raby, H. Sasse and J. C. Means.

The Chickasha Mill and Elevator Co. of Chickasha, I. T., has erected a 10,000-bushel temporary elevator at Mountain View, Okla. The company will put up a permanent structure later.

Lillard Waggoner and George Erhardt of Nashville, Tenn., have formed a partnership and will engage in the grain business in that city under the firm name of Erhardt & Waggoner.

The business of John K. Speed & Co., wholesale grain dealers at Memphis, Tenn., will be continued by W. P. Brown & Co. The former style of firm is discontinued on account of the recent death of John K. Speed.

Wisner & Co., wholesale grain dealers at Memphis, Tenn., will build a large elevator and warehouse at West Memphis, Ark. A suitable site has been purchased, but work on the new structure will not be commenced until next winter.

The Maury Granary Co. has been incorporated at Columbia, Tenn., with a capital of \$30,000, by J. A. Sloan, Grant Courtright, J. D. Sloan, W. B. Lockridge and H. T. Sloan. The new company succeeds to the business of J. A. Sloan & Co. at Columbia.

#### EASTERN.

Peter Gochee is putting up a new grain store at Barnet, Vt.

Lewis H. Adams has purchased the elevator at Canandaigua, N. Y.

The new grain elevator of the Chester Milling Co. at Chester, Pa., is completed.

The Mitchell-Sawyer Co. of Sterling, Mass., will build a new elevator at that point.

Joseph Campbell has purchased the grain business of Edward Story at Essex, Mass.

The Mollett Grain Co. has been organized at Augusta, Me., with a capital of \$35,000, to buy and sell all kinds of grain. The directors are: F. L.

Dutton, M. H. Simmons, C. L. Andrews, and L. H. Tracy, all of Augusta.

The grain firm of Pratt & Co. of Buffalo, N. Y., has incorporated under the same style.

Howard A. Crossman is building an addition 25x25 feet to his grain elevator at Needham, Mass.

E. J. Woodbury has purchased the grain and provision business of Turney & Price at Graniteville, Vt.

The new 500,000-bushel Pennsylvania Railroad Elevator at Germantown Junction, Pa., is now in operation.

John Elliott has sold his grain and produce business at Morton, N. Y., to Walter Pease of Hamlin, N. Y.

The A. H. McLeod Milling Co. is building a four-story 20,000-bushel corn crib near its plant at St. Johnsbury, Vt.

Clarence S. Smith has sold his hay and grain business at Medford, Mass., to A. H. Haraman of Chelsea, Mass.

Harry Heselton has purchased the interest of S. A. Howe in the grain business of Howe Bros. at Gardner, Mass.

Weld & Beck, dealers in hay, grain and flour, have completed their new elevator and warehouse at South Bridge, Mass.

The B. F. Parrott Co. of Augusta, Me., wholesale and retail grain and flour dealers, has opened a branch store at Odd Town, Me.

William Bigelow and Charles Emery of St. Albans, Me., have removed to Hartland, Me., and opened a grain and feed store.

Jefts & Spear, grain and hay dealers at Jefferson, Mass., have dissolved partnership. The business will be continued by Mr. Jefts.

W. H. Cunningham is building an addition 100x50 feet to his grain and hay warehouse at Malden, Mass., which will have a storage capacity of 100 carloads of hay and grain.

Bowman Bros. of Germantown, Md., have completed their new elevator and storage tanks near their flour mill at that place. The new structure cost \$2,200 and has a capacity of 15,000 bushels.

The firm of Eames & Towne, grain and implement dealers at Keene, N. H., has dissolved partnership by mutual consent. L. W. Towne retires on account of ill health and the business will be continued by G. H. Eames.

It is reported that W. N. Potter & Co., who operate grain stores at Athol, Orange, Greenfield and other points along the B. & M. road in Massachusetts, will purchase the grain business of the late George F. Wetherbee at Gardner, Mass.

The hay, grain and produce firm of E. W. Cady & Co. of Ithaca, N. Y., and the Cady-Thorne Co. of Auburn, N. Y., have consolidated, and will in the future do business as an incorporated firm under the style of Cady & Company, with headquarters and main offices at Auburn, N. Y.

#### CANADIAN.

D. R. Ross is erecting an elevator at Hickson, Ont.

The Imperial Elevator Co. has completed a new elevator at Gainsboro, Assa.

The Ogilvie Flour Mills Co., Ltd., will erect an elevator at Qu' Appelle, Man.

Work has been begun on the foundation of the Northern Elevator at Winkler, Man.

N. Bawlf of Winnipeg, Man., will erect a new elevator at Edmonton, Alberta, N. W. T.

The Imperial Elevator Co. has completed its new 35,000-bushel elevator at Foxwarren, Man.

Irwin's elevator at Clinton, Ont., has been leased by the Hodd & Cullen Milling Co. of Stratford, Ont.

The Manitoba Milling Co. has completed its new elevators at Clanwilliam, Springhill and Glensmith, Man.

Joseph G. King & Co. are building a number of new concrete storage bins at their elevator at Port Arthur, Ont.

The Farmers' Elevator Co. of La Riviere, Man., has declared a dividend to its stockholders amounting \$10 per share.

Joseph Glenn has rebuilt the addition to his elevator at Indian Head, Assa., which collapsed early in the season.

The West of Yukon Co. and the firm of J. Ross & Co. will, it is reported, erect elevators at Edmonton, Alberta, N. W. T.

The Lake of the Woods and the Ogilvie Flour Mills Companies have overhauled and repaired their respective elevators at Gretna, Man.

M. Sellers, superintendent of the C. P. Railway elevators, at Fort William, Ont., has tendered his resignation on account of ill health.

The new flour mill at Medicine Hat, Assa., is about completed and has a capacity of 100 barrels per day with storage capacity for 10,000 bushels of



wheat. Power is furnished by a 50-horsepower engine. A 60,000-bushel elevator is also being constructed.

The Great Lakes and St. Lawrence River Transportation Co. will build a new floating elevator at Quebec, to replace the one recently destroyed by fire.

The Brackman-Ker Milling Co. and the Alberta Grain Co. will both erect elevators at Edmonton, Alberta. Work on the new structures will be commenced at once.

The new Northern Elevator at Morden, Man., is completed and in operation. A. E. Little's elevator at the same place has been overhauled and put in shape to handle new crop wheat.

The Ogilvie Flour Mills Co., Ltd., is building an elevator at Fallowby, on the C. N. Railway, and also contemplates erecting one at Riverdale on the Rapid City branch of the C. P. Railway.

The first carload of new No. 1 hard wheat reached Winnipeg on September 2. In all ten cars of new wheat had been inspected up to that date, the other nine being one and two northern.

The new 3,000,000-bushel steel storage elevator now being constructed for the Canadian Pacific Railway at Fort William, Ont., is expected to be completed about the first of November. The MacDonald Engineering Co. of Chicago has the contract. The new house will be operated by electricity.

W. S. Cleveland of Minneapolis, Minn., has just completed 20 grain elevators at different points in Manitoba and Assiniboia for the Imperial Elevator Co., of Winnipeg, Man. All are equipped with 10-horsepower Otto Gasoline Engines and Howe Scales and dump, also Clipper Cleaners from A. T. Ferrell & Co., of Saginaw, Mich.

W. F. Flavelle of Lindsay, Ont., and R. J. McLaughlin of Toronto, Ont., will build a large flour mill and elevator at Fort William, Ont. The town agrees to furnish a free site and exemption from taxes for a period of ten years in consideration of Messrs. Flavelle and McLaughlin erecting a flour mill of at least 2,000 barrels capacity and an elevator of not less than 500,000 bushels capacity. The new mill and elevator are to be completed by January 1, 1906.

The new annex to the Canadian Pacific Railway Co.'s Elevator "D" at Fort William, Ont., has been completed and contains 32 steel storage tanks, each 80 feet in height and 28 feet in diameter, with a storage capacity of 42,000 bushels. The total storage capacity of the annex is 1,700,000 bushels and brings the storage capacity of Elevator "D" up to a total of 3,000,000 bushels. The new structure is constructed of steel and concrete and is capable of receiving 40,000 bushels per hour and shipping 20,000. The building was constructed by the Steel Storage and Elevator Construction Co., of Buffalo, N. Y.

The new 525,000-bushel elevator of the Point Edward Elevator Co. at Point Edward, Ont., is about completed. The new elevator consists of a working house, power house and annex or storage house. The work house is 48x48 feet and rests on 20 stone piers. It contains a marine leg of 12,000 bushels' capacity, two sets of unloading shovels, a receiving leg to carry the grain from the marine leg, and two shipping legs to deliver the grain to cars. At the top of the building are three scales of 72,000 pounds' capacity. The bins in this building will contain 75,000 bushels. The annex, which is 30 feet distant from the working house, is 166x126 feet and has 36 bins; with a total capacity of 450,000 bushels. The power house is 48x48 feet and is located on the river bank near the main building. It contains a 350-horsepower engine and two boilers 16 feet by 72 inches. The smoke stack on the power house is 177 feet high and conical in shape.

## AN ARBITRATION---QUESTION OF WEIGHTS.

The following is an opinion by the arbitration committee of the Grain Dealers' National Association:

Dumont, Roberts & McCloud Co. vs. Gale Bros.—Referring to the case between Dumont, Roberts & McCloud Co. of Decatur, Ill., and Gale Bros., Cincinnati, Ohio, the correspondence shows sale of 5,000 bushels of No. 3 white corn, or better by Dumont, Roberts & McCloud Co. to Gale Bros., at 39½c track points taking 9c rate to Cincinnati; basis, Cincinnati weights and inspection; and the corn was shipped to Cincinnati as per instructions furnished.

After the corn arrived at Cincinnati, and owing to blocked condition of Cincinnati elevators, Gale Bros., without obtaining the consent of Dumont, Roberts & McCloud Co., forwarded the corn to Baltimore without being weighed at Cincinnati, thus violating the contract. In view of the fact that the Dumont, Roberts & McCloud Co. furnished sworn affidavits of the shipper's weights of cars 7,911 and 69,454, we contend that these weights be accepted in settlement; but on cars 878 and 25,831, for which

no affidavits were furnished, Baltimore weights be considered final, making Gale Bros. indebted to Dumont, Roberts & McCloud Co., for the difference between 2,510 bushels, being the amount called for in the affidavits of shipper's weights, and 2,407 bushels and 10 pounds, the out-turn weights at Baltimore on cars 7,911 and 69,454, amounting to 102 bushels and 46 pounds, at 39½c per bushel, or \$40.63.

It must not be overlooked that the affidavit of the shipper's weights dated Newman, Ill., March 13, 1903, calls for car 7,911 C. N. O. & T. P., while the invoices and correspondence in general mention car 911. Considering the fact that the invoice weights are the same as the affidavit specifies, we contend that it is one and the same car.

Gale Bros. state in their argument that none of the corn was transferred in transit, while the B. & O. weights at Locust Point Elevator show that car 911 was transferred en route into car 17,471.

Yours very truly,

I. P. RUMSEY,

JAY A. KING,

W. T. M'CRAY,

Arbitration Committee.

Chicago, Ill., July 10, 1903.

## COMMISSION

The commission firm of Bryant & Co. has been incorporated at Chicago, Ill., with a capital stock of \$500,000 to buy and sell grain, etc.

The Western Grain & Commission Co. has been incorporated at Chicago, Ill., by A. M. Johnson, A. B. Greenfield and J. Z. Klenha. The capital stock is \$10,000.

The commission firm of Pratt & Co. of Buffalo, N. Y., has incorporated with a capital of \$25,000. The directors are: Riley E. Pratt, E. M. Husted and W. E. Townsend.

R. D. Haig, for several years manager of the Duluth office of H. Poehler & Co. of Minneapolis, has engaged in the commission business for himself at Duluth, Minn.

Edwards, Wood & Co. of St. Paul, Minn., dealers in stocks, bonds, grain and provisions, have opened an office at Winnipeg, Man., with T. R. Billett in charge as manager.

The Delmar Grain Co. has been incorporated at St. Louis, Mo., with a capital stock of \$10,000. The stockholders are, T. J. Bradshaw, 60 shares; Harper C. Murphy, 39 shares, and F. W. Gericke, 1 share.

The corporation of Tarrant & King of New York City, dealers in grain and stocks, made an assignment on August 25. Arthur A. Hill was named as assignee. The concern was incorporated in 1902 with a capital stock of \$50,000, of which \$5,000 was paid in.

The Overbeck, Starr & Cooke Co. has been incorporated at Portland, Ore., to buy and sell grain, cotton, stocks and bonds. The incorporators are: Everett G. Starr, Louis M. Starr, Oscar E. Overbeck, and James P. Cooke. The company is capitalized at \$10,000.

The Ball Elevator Co. has been chartered at Duluth, Minn., to buy, sell and store grain. The capital stock is \$10,000 and the limit of indebtedness is the same amount. The corporation began September 1, and lasts thirty years. The incorporators are: John H. Ball, president and treasurer; Robert Dunn, vice-president, and Herbert R. Spencer, secretary, all of Duluth.

The Minnesota Grain Co. and G. B. Gunderson & Co., both of Minneapolis, Minn., have consolidated. The latter firm has been engaged in the grain commission business for a number of years and the first named concern was organized about three years ago. The officers of the reorganized company are, N. O. Werner, president; C. A. Smith, vice-president, and G. B. Gunderson, secretary and treasurer.

Owing to the death of Jno. K. Speed, which occurred on July 20, 1903, the business so long and successfully conducted under the firm name of Jno. K. Speed & Co., Memphis, Tenn., will be continued by W. P. Brown & Co. The new firm will be composed of W. P. Brown, surviving partner, who has had entire charge of the business for many years, and George Read, who was cashier and bookkeeper for Jno. K. Speed & Co. for eighteen years. The members of the new firm are thoroughly equipped to handle the business, having the commodious and convenient warehouse and office of the old firm together with ample capital and many years of experience.

Portland, Ore., received its first car of new crop, 1903 wheat on Aug. 4. It was blue stem of inferior grain and had come from the Eureka Flat section.

## THE EXCHANGES

The various exchanges throughout the country were closed Monday, September 7, Labor Day.

The new Nashville Grain Exchange will hereafter keep a record of all receipts and shipments. The exchange has installed a telegraph apparatus and is receiving direct quotations from Chicago and St. Louis.

The Milwaukee Chamber of Commerce has taken steps to prevent any of its members trading with bucket shops. It is held that as the Chamber has a rule prohibiting any member engaging in a bucket shop business, it would be inconsistent to permit them to trade in those places.

The violations of rules committee of the Chicago Board of Trade has decided to make no recommendation to directorate regarding the question of the paying down of profits on unclosed trades. Less than a dozen members responded to the call of the committee for testimony on the subject.

All the leading officials of the Minneapolis Chamber of Commerce were in Chicago on August 29 to welcome their president, James Marshall, on his return from abroad. The party included Secretary Rogers, P. B. Smith, C. E. Lewis, Charles Marshall, Henry Little, Gus Ewe, J. W. Hoit, C. Berhoff and H. V. Jones.

The directors of the Chicago Board of Trade have decided that, under the rules, a commission firm who are regular warehousemen cannot ship standard oats, even for the account of a customer. The position taken by the directors was that it was not well to split hairs, and that any exceptions to the rule might vitiate it altogether.

A committee composed of James Hancock, Eugene Blackford, Jr., and P. F. Young has been appointed by the president of the Philadelphia Commercial Exchange to meet representatives of the Baltimore Chamber of Commerce and confer on the recent falling off in grain exports from Atlantic seaports. Efforts will be made to have the railroads reduce rates to meet those of the Canadian line to Montreal.

The directors of the Chicago Board of Trade have decided that a regular elevator cannot be used to store grain in a special bin for the benefit of owners who desire to ship the grain out. The decision was made on an inquiry from the Alton Grain Co., who desired to put into a special bin No. 2 hard winter, with a view of holding it for future disposition. The rules of the Board require that public elevator men sell their contract grain in the Chicago market. This decision makes No. 2 hard winter a contract grade.

We are in receipt of the forty-fifth annual report of the trade and commerce of Milwaukee compiled for the Chamber of Commerce by Wm. J. Langson, secretary. The report is for the year ending December 31, 1902, and the fiscal year of the Chamber of Commerce ending April 1, 1903. The report proper consists of 177 pages, while the appendix giving the charter and rules of the Chamber fills 100 pages. One of the features of the work is an exhaustive review of the railroad situation by Secretary Langson. He is anxious to have Milwaukee elevator receipts made deliverable on contracts on the Chicago Board of Trade and to this end will forward to every member of the Chicago Board who is engaged in grain shipping a marked copy of the report.

### OATS GRADING AT CLEVELAND.

The grain committee of the Cleveland Chamber of Commerce has changed the grade description of No. 2, white clipped oats to read as follows:

"No. 2 white clipped oats shall be reasonably sound, well cleaned and reasonably free from other grain, but may be stained, weighing not less than 24 lbs. to the measured bushel."

The change made is in the substitution of the minimum weight of 34 lbs. for the former minimum weight of 35 lbs.

### OATS AT BALTIMORE.

The oats committee of the Baltimore Chamber of Commerce has recommended the following changes in the grading of oats in that market, which will probably be adopted:

No. 1 white oats must be sound, white, and reasonably clean, and weigh not less than 30 pounds to the measured bushel.

No. 2 white shall be 95 per cent white and equal to No. 1 in all other respects, and weigh not less than 25 pounds to the bushel.

No. 3 white shall be mainly white and weigh not less than 22 pounds.

No. 4 white must not weigh less than 22 pounds.

No. 1 mixed shall not be less than two-thirds white and weigh not less than 30 pounds.



No. 2 mixed must be sweet and weigh not less than 25 pounds. Nos. 3 and 4 mixed must not weigh less than 22 pounds. No. 4 white clipped shall be mainly white and not to weigh less than 30 pounds. No. 4 mixed clipped shall be mainly mixed and not weigh less than 30 pounds to the measured bushel.

## FOREIGN NEWS

Japan's rice crop is a failure this year.

Agriculturally, the season in Scotland "is the gloomiest known for years."

The supply of old wheat in England is said never to have been so low as at this season.

A new fungus disease of wheat is reported from England. It attacks the plant near the ground.

For the week of August 28 Argentine shipments of 4,011,000 bushels of corn beat all previous records.

It is purposed to extend the dock at Felixstowe, Harwick, England, a town that receives barley from California and exports malt.

Wet weather has been disastrous to the Irish harvest and the reverses on grain and root crops are said to be the greatest suffered for twenty-five years.

The English wheat field continues to shrink in area, the records showing that for the crop of 1902 in two counties alone there was a decline of 9,300 acres.

The new grain bourse at Odessa was opened on August 15. The building cost about \$500,000 and was finished in 1899. Officialism has at last opened it for business.

The total wheat crop for the Australian Commonwealth 1902-03 was but 12,278,000 bushels, compared with 38,538,000 for 1901-02, the national requirement being 28,000,000 bushels.

When the first barley shipment to England from the Roumanian port of Kustendji (Black Sea) took place, the shippers, as is the custom, provided champagne for a congratulatory feast over the first cargo before the ship sailed.

Southern Korea has a good crop of cereals this year, and as prices are high at Vladivostok no doubt some grain will go there from Korea. The Japanese are already exporting grain and rice to Vladivostok from Fusan.

The Russian finance master estimates the grain harvests, in million poods (a pood is forty pounds), as follows: Winter wheat, 300; spring wheat, 480; winter rye, 1,250; oats, 650; barley, 375. The harvests exceed the poor averages of the years 1897 to 1901, but are about five-sixths of last year's yield.

The annual estimate of the world's grain crop, issued on August 31 by the Hungarian minister of agriculture, sets the wheat crop in Hungary at 41,226,700 metercentners (equal to 440.92 pounds), compared with 46,507,000 last year. The deficiency in the other cereals is about the same percentage. The report strikes a balance between the requirements of importing countries and the available exporting surplus of the other states, indicating a deficiency amounting to 13,270,000 metercentners in the world's grain crop.

During the first six months of 1903 Germany imported 826,773 metric tons (of 2,204 lbs. each) of wheat; 429,809 tons of rye; 237,949 tons of oats; 608,946 tons of barley, and 428,662 tons of corn. Of these amounts the United States furnished 301,615 tons of wheat and 306,320 tons of corn, together with small quantities of rye, oats and barley. Russia furnished by far the greater proportion of all the other grains than wheat and corn. The exports were 83,451 tons of wheat, 90,738 tons of rye, 39,575 tons of oats, etc.

The hay crop of England is fairly large. Fine weather at the proper time allowed the carting to be carried on almost up to the heels of the mowing machine, and the bulk was in good order. It need not be said that the commercial value of a good crop of hay throughout Great Britain is very large, says the correspondent of the Country Gentleman. It is estimated that 40 per cent of the crop is sold to non-agricultural customers. Last year's yield was over 10,000,000 tons, and the quantity sold (reckoned at \$20 per ton) would run to \$80,000,000. The portion of the crop retained and used on the farms, and calculated at consuming value (two-thirds) would come to about the same sum. The competition from overseas in the supply of hay used to be very small, the weight and bulk of the crop being against its transportation over long distances. But the introduction of power-presses (for compressing hay and straw) for the sake of cheapening transport, has to some extent broken in on the monopoly, and last year the large amount of 357,041 tons was received from abroad. The largest quantity (121,

777 tons) came from the United States; Canada followed with 98,652 tons; Holland sent 44,970 tons; France, 40,100 tons, and Norway, 18,875 tons.

A judgment of some interest to shippers and carriers was rendered at Bristol, England, recently. By terms of a charter party a cargo of Russian barley from Glenenistcheek, Sea of Azov, was to be delivered at Bristol, said cargo to consist of not less than 11,700 units of 400 lbs. each and not to exceed 14,300 said units. The cargo actually consisted of but 11,100 said units; and the receivers refused to accept the grain on arrival owing to the shortage. The ship owners sold the grain at a loss of 3 2-3c. per bushel and sued the receivers for £887 8s. 7d., claiming that the grain was extraordinarily light, and that if it had been of average weight the cargo would not have been short. This contention was sustained by the evidence; and the justice holding that a suitable ship had been provided to assure the guarantee of the charter party gave judgment in accordance with these facts.

## TRANSPORTATION

The grain rates on corn to Lake Erie from Chicago were advanced on August 16 to 1 1/4 cents and vesselmen report a fair demand for boats to take grain.

A report from Duluth, Minn., states that line boats will abandon grain carrying on the upper lakes shortly, on account of the increase in flour shipments. They prefer to carry flour on account of the higher rate and will leave the grain traffic to the so-called wild boats.

The Chicago Great Western Railway begun operating its new Omaha extension to Council Bluffs, Iowa, September 1. It expects to run trains across the river into Omaha a few weeks later. The initial service is temporary for use on kinds of traffic that must be handled early.

The Northwestern Railroads begun on September 1 to carry coarse grain and flax from Minneapolis to Chicago for 7 1/2 cents per 100 pounds instead of 10 cents, which prevailed heretofore and the proportional rate east is 10 cents. The wheat rate to Chicago remains at 10 cents.

East bound shipments of grain by the all-rail lines from Chicago have fallen far below expectations, and the decrease is due to the competition of the Gulf lines, which offer lower rates than those quoted by the lines to the Atlantic seaports. The Wisconsin Central has refused to make the proposed advance on tariffs from Minneapolis to the East and the other lines will abandon the proposed increase in grain rates which was to go in effect on October 1.

It is expected that the new line of the Canadian Northern Railway between Winnipeg and Edmonton, Alberta, will be completed within a year. The railway company has six construction gangs working at as many points between the two places and the work is being pushed forward as rapidly as possible. The officials of the C. N. P. have promised the companies now building elevators at Edmonton that this year's crop of wheat would leave that point by rail over the new road.

The new wheat tariff on the Canadian Northern Railway went into effect September 1. The rate on wheat in carloads from Manitoba points to Port Arthur, Ont., will be 10 cents per hundred pounds. The new rate is 2 cents per hundred less than the schedule in effect since February 1, 1902. The present rate was made in accordance with the company's contract with the Provincial government and officials of the railway allege that the company will lose money under the new arrangement.

The seven steamers operated by the Great Lakes and St. Lawrence Transportation Co. are now bringing to the seahoard 300,000 bushels of grain weekly from Canadian ports and the American northwest according to Assistant General Manager G. T. Smith. Despite the opposition of Baltimore, Philadelphia and New York merchants, the all-water route between the lakes and Europe is said to be doing an increased business. Five more steamers of the new line will be in commission by September 15.

A report from Fort Worth, Texas, states that the Southwestern Tariff Committee has issued tariff rate "32-A" superceding tariff "32" which materially increases the grain rates from many points in Oklahoma to common point territory in Texas. Grain men estimate that the advance in rates from some of the Oklahoma points is 33 1-3 per cent. The rate from Guthrie, Okla., to Texas common point territory is cited as an example of the new tariff as the old rate was 24 cents per 100 pounds on wheat, while the new rate is 32 cents. The rate for some of the Indian Territory

points on the Rock Island has also been advanced slightly.

The lake shipments of corn for the port of Montreal, Que., have increased considerably in the past few weeks. During the first seven months of the present year over 9,000,000 bushels of wheat and almost 4,000,000 bushels of corn passed through the port of Montreal, as against about 1,000,000 bushels of wheat and 4,000,000 bushels of corn through the port of Boston. This gain at Montreal is largely attributed to the doing away with canal tolls. Grain can now be shipped from Chicago to Montreal for export to Liverpool 3 cents per bushel cheaper than it can be routed by part-rail part-lake through Boston.

The Canadian Pacific and Canadian Northern Railways have made very extensive preparations for handling the new wheat crop of Manitoba and the Northwest. The Canadian Pacific has added a number of new engines and several hundred new freight cars to its rolling stock and expects to be able to handle all the wheat offered. The Canadian Northern Railway Co. has received 31 new locomotives and 1,300 new box cars, each capable of carrying 1,000 bushels of wheat. With this greatly increased equipment and the new elevator at Port Arthur, the company will, in the opinion of the management, be able to effectively handle all grain along its route.

## FLAXSEED

The machinery is being installed in the new linseed oil works at Owens Sound, Ontario, Canada.

The total supply of flaxseed according to a recent estimate of the Duluth Commercial Record is now about 39,000,000 bushels. The present surplus is figured at 10,000,000 bushels and the 1903 crop at 29,000,000.

The linseed oil mill and elevator to be established at St. Boniface, Manitoba, will be located east of the Seine river at a point where shipping facilities afforded by the Canadian Pacific and Canadian Northern Railways can be taken advantage of. Parties from St. Paul, Minn., are back of the enterprise.

Flaxseed aggregating 223,550 bushels, valued at \$239,555, was exported during July, as compared with 6,273 bushels, valued at \$9,471, for the preceding July. The total exports of flaxseed for the seven months ending with July were 648,728 bushels, valued at \$764,146, as compared with 349,499 bushels, valued at \$557,615, for the seven months ending with the preceding July.

Imports of flaxseed for the month of July aggregated 4,222 bushels, valued at \$5,243, as compared with 119,917 bushels, valued at \$180,129, for the preceding July. The total imports of flaxseed for the seven months ending with July were 13,389 bushels, valued at \$19,132, as compared with 501,273 bushels, valued at \$736,380, for the corresponding period ending with the preceding July.

The new flaxseed crop as now estimated by authorities will be in the neighborhood of 30,000,000 bushels and just at the present time there is not a great deal of activity in the trade because of the general tendency of buyers to withhold orders pending more definite information as to the proportions of this year's crop. Within the past year there have been some alterations in linseed oil conditions. Heretofore the United States has, as a rule, exported 3,000,000 or 4,000,000 bushels. The belief now prevails that foreign countries will not require any American seed this year, because of their own surplus. There are also about 2,500,000 bushels of flaxseed still remaining from last year's crop in public storehouses, aside from that held by private concerns. It is understood that there is in the hands of private concerns a considerable amount of old flaxseed, as well as a fairly large quantity of unconsumed old linseed oil. The outlook, therefore, is considered to be one which promises a lower rate for oil than has prevailed in several years. In fact, the present quotations for linseed oil are much below the average at this period of the year. The abundance of the flaxseed crop naturally means reduced prices for oil, and this is regarded favorably because it will stimulate a greater demand for the product, while the net profit of the oil manufacturer is no way curtailed, but the tendency is rather toward an increase on account of the larger sales that can be made at lower prices.

The record price for new wheat at Baltimore this season was 95c, a premium of 14c. The wheat was from J. H. Jenkins' country place, Hillendale Farm, Long Green Valley, Baltimore county. It was of the fulcaster variety, and was bought for seeding purposes.



## CROP REPORTS

Kentucky corn is reported in fine condition.

Excessive rains in Michigan have checked field work and retarded the maturity of corn.

Oscar K. Lyle, statistician of the New York Produce Exchange, thinks the corn crop will approximate 2,000,000,000 bushels.

A report from the Pacific Coast estimates the wheat crop of Washington, Idaho and Oregon at 30,000,000 bushels, against 40,000,000 last year.

Late rains did some damage to wheat and barley in Washington, only about a tenth of the barley crop having been warehoused at the time the rains occurred.

A. Maccorquodale, traveling freight agent for the O. R. & N. railroad, says that coast lines are expecting to ship about 75 per cent as much wheat this year as last.

Vice-President Miller of the Burlington Route says that without killing frosts to September 20 Nebraska will have a corn crop of 175,000,000 bushels, and Iowa more than last year.

At least one-half of the Wisconsin corn crop will not be out of danger before October 1. The yields of wheat, rye and barley in the state are generally satisfactory, but not as good as last year.

Too much rain is the complaint from North Dakota. Grain in the stack has been damaged and some wheat is reported as molding in the shock, much of it sprouting. Corn needs warmer weather.

J. S. Mize of the inspection department of the New Orleans Board of Trade is quoted as saying that Texas has raised the largest corn crop in her history and will have a tremendous exportable surplus.

In Indiana, early corn is hardening, but the bulk of the crop cannot mature before the latter part of September. There is generally enough moisture in the ground to make the crop. Fall plowing is well advanced.

Considerable early corn in Nebraska is out of danger from frost, but much of the grain will require until October 1 and some fields two or three weeks in October to mature. Fall plowing is progressing nicely.

The New England crop report issued September 1 states that discouraging reports are received from most correspondents as to the status of the corn crop. In Massachusetts an almost total failure of the crop is anticipated.

Editor B. Frank Howard of the Daily Trade Bulletin after getting reports from each county estimates the wheat yield of Minnesota and the two Dakotas at 180,380,000 bushels. This is 33,000,000 higher than the Jones estimate.

The Illinois report dated September 8 says corn is in thrifty condition. Some fields are safe from frost, while a considerable portion of the crop is ripening and filling out. The bulk of the crop will probably be safe in three weeks.

The Michigan state report issued September 10 makes the average wheat yield 16 bushels; quality, 93 per cent. Final estimate will be made next month. Oats yield is placed at 31 bushels and the quality at 85. Corn condition is 77.

President Hughitt, of the Chicago & Northwestern railway Co., is quoted as saying that he thinks the estimate of two billion bushels of corn too optimistic. He is also quoted as saying that to get the estimated crop of corn now the corn states will have to be favored with the best kind of weather.

The Corn Products Co. has its own representatives in the corn belt making reports on the crop outlook. This is a necessary part of the business of the company in order that it may have some guidance as to the probable cost of its raw material. These agents report a considerable improvement in corn prospects.

The Nebraska crop report as compiled by H. G. Miller, secretary of the Nebraska Grain Dealers' Association, on September 1, states that the bulk of corn as compared with that of last year is 14 days later. With frost not earlier than September 20, 83 per cent, as compared with last year's crop, will be raised and 67 per cent will grade No. 3 or better. The yield per acre will be 3 per cent greater than last year.

Professor Holden of the Iowa State College, after an extended tour of the state, says of the corn crop: "To give on an average in Iowa 65 per cent of an average yield we must have very good conditions for the rest of the season. Unless we have good average corn weather and the frosts hold off there will hardly be so good a crop. The summer having been in some sections so cold, an early frost can be expected, and that will mean

much less than a 65 per cent corn crop, as the corn is unusually behind."

Samples of corn from a number of different sections were shown on the Chicago Board of Trade September 8. That from Indiana was in the milk and beginning to dent. It will take about two weeks of hot weather to put it out of the way of frost. A number of samples from Illinois were shown. The majority of it will require two to three weeks of good weather to mature.

The last Ohio report says in part: There has been a decided improvement in the outlook for corn in the northern counties, and also in the south wherever soaking rains came. A light yield must be expected in central and most southern counties, however. There was some damage by wind in the extreme north. Some of the earliest is being cut in the south. Thrashing of wheat, oats and barley show poor yields as a rule.

The September report for Missouri places the corn condition at 77, as compared with 72 for August. Much of the early corn is out of danger and cutting is in progress. The drought in the east-central and northeastern counties has been relieved, and corn has improved rapidly in those districts, but in many of the southern counties it is still suffering for rain, and in some districts is being seriously injured. Elsewhere the crop has made good progress.

The Iowa report dated August 31 says that rains have been general all over the state and it is probable that the beneficial effects of the moisture will exceed the damage to the corn crop resulting from local floods and high winds. As a whole the crop made some advancement, and with a month of good ripening weather a considerable portion of the acreage planted may reach maturity. In the present variable and critical condition of corn no one is wise enough to forecast the final output.

South Dakota corn is generally in good condition, according to the state report dated September 2; but the cool and cloudy weather and rains retarded the maturing of the crop, which is very uneven in point of advancement, the nearest to maturity being in the middle and upper Missouri and upper James river valleys, where early varieties are principally grown. However, reports indicate that the bulk of the early planted will probably need from two to three weeks, and the late planted three to four weeks, of favorable weather to place it beyond danger of injury by frost. Some of the latest in the southeastern counties is very backward and may require immunity from heavy frost until after October 1. Some of the earliest planted is now glazing in a number of counties. Early flax cutting and the maturing of the late sown progressed slowly. The crop, however, continues promising.

The Record-Herald says: Corn conditions in all the leading states, except Iowa and Ohio, were improved during August, despite the unfavorable weather conditions, and the indications are for an average crop. The government report suggests 68,000,000 bushels more than a month ago, and every day of warm weather will add millions of bushels to the crop. The poorest crop is oats, which show 56,000,000 bushels less than in August and 317,000,000 bushels below last year. Taking the basis of the report, the yields suggested are as follows:

Wheat—	Acreage.	1903.	1902.
Winter .....	33,107,000	410,000,000	412,000,000
Spring .....	17,257,000	231,000,000	258,000,000
Totals .....	50,564,000	641,000,000	670,000,000
Corn .....	89,800,000	2,160,000,000	2,532,000,000
Oats .....	27,732,000	670,000,000	987,000,000
Rye .....	1,907,000	26,698,000	33,630,000
Barley .....	4,991,000	119,000,000	134,952,000

The crop report of the Iowa Grain Dealers' Association on corn, issued by Secretary Geo. A. Wells, may be summarized as follows: Northern tier of counties—West third, 5 per cent of the corn matured September 1. If no frosts 37 per cent will mature September 15 and 70 per cent October 1. Middle third, 2 per cent matured September 1. If no frosts 25 per cent will mature September 15 and 62 per cent October 1. East third, 3 per cent matured September 1. If no frosts 40 per cent will mature September 15 and 78 per cent October 1. Middle tier of counties—West third, 5 per cent of the corn matured September 1. If no frosts 32 per cent will mature September 15 and 68 per cent October 1. Middle third, 1 per cent matured September 1. If no frosts 30 per cent will mature September 15 and 65 per cent October 1. East third, 2 per cent matured September 1. If no frosts 33 per cent will mature September 15 and 70 per cent October 1. Southern tier of counties—West third, none of the crop was matured on September 1. If no frosts 18 per cent will mature September 15 and 54 per cent October 1. Middle third, 8 per cent matured September 1. If no frosts 40 per cent will mature September 15 and 70 per cent October 1. East third, none matured September 1. If no frosts 20 per cent will mature September

15 and 70 per cent October 1. The oats yield will range from 22 to 30 bushels per acre.

The latest state report from Minnesota says that much grain is in shock is in bad condition because of the rains and damp weather, and in some places the grain in shock is sprouting, the most serious reports coming from southern counties; it is said that many oat stacks are injured. There is still some late flax to cut, and in northern portions a little late wheat is still uncut. The weather has been too cool, cloudy and wet for the corn to make much growth; corn from native seed is about ripe, but later varieties are now in the milk stage, and unless there is much warmer weather for at least ten days a great deal of the crop will be in danger of being frosted. Timothy seed seems to be generally good, but there is not much seed in the second crop of clover.

Reports on Kansas corn are generally bullish. The growth has been retarded somewhat by cool weather, but the ground is moist and all the corn is in healthy condition. Secretary Coburn says that "According to assessors' returns this year's total area of corn is 6,521,193 acres, or less than the 1902 area by about 470,000 acres, or 6.7 per cent, and the general average condition for the state's entire area is 70. Counties reporting increases in their corn areas virtually are all east of a line drawn southeast from the west boundary of Smith to Chautauqua county, and may suggest that the desire recently manifest in parts of this section to sow wheat is somewhat abating and that many of the counties in the properly corn territory are again assuming more nearly normal corn areas. Six adjoining counties in the northern tier have the largest corn areas, as follows: Marshall 208,759 acres, Nemaha 206,015, Jewell 202,388, Washington 172,528, Republic 163,581 and Smith 158,293 acres." One estimate places the probable crop at 135,000,000 with favorable weather up to October 1. Topeka & Santa Fe Railroad people estimate it at 200,000,000 bushels and C. M. Boynton says 125,000,000 bushels. Thrashers' returns make the wheat crop nearly 100,000,000 bushels.

The monthly report of the bureau of statistics of the Department of Agriculture shows the condition of corn on September 1 to have been 80.1, as compared with 78.7 on August 1, 1903, 84.3 on September 1, 1902, 51.7 at the corresponding date in 1901, and a ten-year average of 79.3. These figures, as well as those on other crops, indicate the condition on September 1, and no attempt is made to anticipate the results from future weather conditions. The following table shows for each of the twenty principal corn states the condition on September 1 of the last two years, and that on August 1, 1903, with the ten-year averages:

States—	Sept. 1, 1903.	Aug. 1, 1903.	Sept. 1, 1902.	10-yr. av.
Illinois .....	77	74	94	83
Iowa .....	67	72	94	82
Nebraska .....	80	75	101	69
Kansas .....	72	67	91	68
Missouri .....	76	71	102	82
Texas .....	91	95	37	73
Indiana .....	76	75	99	85
Georgia .....	89	88	66	87
Tennessee .....	91	85	72	81
Kentucky .....	81	79	82	84
Ohio .....	67	73	93	83
Alabama .....	99	96	54	82
North Carolina .....	86	83	88	87
Arkansas .....	90	80	90	88
Mississippi .....	98	92	60	78
Virginia .....	83	85	84	85
South Carolina .....	83	78	81	82
South Dakota .....	89	89	78	74
Oklahoma .....	72	71	80	59
Pennsylvania .....	79	80	90	85
United States .....	80.1	78.7	84.9	79.3

The average condition at harvest of winter and spring wheat combined was 74.7, against 80 on September 1, 1902, and a ten-year average of 78.3.

The average condition of the oat crop on September 1 was 75.7, against 79.5 on August 1, 1903, 87.2 on September 1, 1902, and a ten-year average of 80.6. The following table shows for each of the ten principal oat states the condition on September 1 of each of the last two years, and that on August 1, 1903, with the ten-year averages.

States—	Sept. 1, 1903.	Aug. 1, 1903.	Sept. 1, 1902.	10-yr. av.
Illinois .....	70	72	86	81
Iowa .....	67	73	66	80
Wisconsin .....	81	87	100	87
Minnesota .....	79	83	95	86
Nebraska .....	79	89	86	67
Indiana .....	68	73	96	87
New York .....	95	94	107	85
Pennsylvania .....	83	93	98	84
Ohio .....	78	84	100	88
Michigan .....	84	89	99	84
United States .....	75.7	79.5	87.2	80.6

The average condition of flax on September 1 was 80.5, against 80.3 one month ago and 96.2 on July 1, 1903.

Of the thirteen principal clover seed producing



states, four-namely, Indiana, Illinois, Wisconsin, and Iowa—report increased acreages, while all the other principal states except California, in which state the acreage is the same as last year, report decreases. In Colorado and Utah conditions are below their ten-year averages, while all other principal states report conditions above such average.

## HAY AND STRAW

Wisconsin's hay crop of last year was valued at \$36,000,000.

The hay crop in the Cheyenne River country of South Dakota is reported to be unusually large.

W. A. Bunting & Co. of Kalamazoo, Mich., shipped a carload of hay on August 27 that contained 454 bales and weighed 46,130 pounds.

Receipts of hay in the Baltimore market during the month of August amounted to 2,687 tons. The receipts for the same period last year were 3,364 tons.

John W. Fowler, manager of the Iowa Hay and Grain Co. at Des Moines, Iowa, is reported to be missing and his office has been closed for some time.

William Hopps, Robert Sinton and Richard C. Wells are the "Committee on Hay and Straw Quotations" of the Baltimore Chamber of Commerce for the current month.

The Maine State Agricultural Commission reports that the hay crop of that state is larger this year than last. In the eastern section the cut was one-third less, but there was a big cut in the western part of the state.

The Pennsylvania Railroad has removed the embargo on all hay and straw to be shipped from Philadelphia to Baltimore and Virginia and points south, as the congested condition of the Southern lines has been relieved.

Nebraska farmers are burning large quantities of straw on account of there being practically no demand for it. The quantity of wheat straw is so great this year that it is necessary to burn it to clear the ground for fall plowing.

A report from North Yakima, Wash., states that there is about 90,000 tons of hay in the hands of the growers in the Yakima valley and about 30,000 tons in the hands of speculators. The demand and prices are both reported good and the crop, which is unusually large, is being held back by the farmers in the expectation of securing still higher prices.

The Iowa hay crop is reported to be the largest in years and the price of that commodity is falling for that reason. Hay of fine quality sold recently at Mt. Hamill, Iowa, for \$4 and \$5 per ton, while the price at that point a little over a year ago was from \$9 to \$11 per ton.

New hay is reported to be plentiful on the New York market, but a great deal of it is said to be in bad shape. The offerings from Ohio and Michigan are said to be mostly in good condition. There was, for a time, a glut of old hay on the New York market, but this was practically all cleaned up by September 1.

The Hay and Grain Teamsters' Union of Chicago ratified a new wage scale on August 29, giving the 500 members of the union increases as follows: Drivers on two-horse wagons, \$14 a week; former rate, \$12. Drivers on three-horse wagons, \$15.50; former rate, \$14. Overtime work, 30 cents an hour; former scale, 25 cents.

The railways entering Nashville, Tenn., have made arrangements for the more satisfactory handling of hay and grain. The superintendent of the terminals has arranged to have all hay coming into the city placed on a special siding where it can be inspected by dealers and ordered placed where wanted. This gives the dealers an opportunity to inspect all hay coming into the city, not by sample, but the actual hay itself.

The hay crop of Massachusetts, according to the Boston Herald, is the largest ever known in that state. The second crop is about ready to cut and is remarkable for its heavy growth. The same paper stated on September 2, that old hay was quoted at \$20 per ton in carload lots for No. 1 quality and new hay equally as good for \$2 per ton less.

A recent report from Montreal, Canada, states that the Canadian hay crop is of fair quality, but not so large as that of last year. The crop is later than usual on account of the drought in the early spring which later on was followed by a great deal of wet weather. The hay men complain that the lack of activity on the part of the Canadian railways in their behalf does much to hamper the trade. The men in the business state that they find it next to impossible to obtain cars for the

movement of hay from the different points in the provinces of Quebec and Ontario.

The Rhode Island Hay and Grain Dealers' Association held its first annual outing at Providence, R. I., August 26. About 50 members of the Association from all parts of the state were present. A clambake and informal smoker was held.

Luehrmann Bros. Hay and Grain Co.'s warehouse at St. Louis, Mo., was badly damaged by fire at 2 o'clock p. m., August 22. The building was one story in height, built partly of brick and partly of frame, the frame portion being covered by corrugated iron. The fire is supposed to have been caused by a spark from a passing locomotive. The building contained about 60 carloads of hay, a quantity of grain and other feedstuffs. The loss on the building is \$2,000 and the damage to the contents is estimated at \$8,000 and is said to have been covered by insurance.

The present condition of the hay crop as reported from various parts of the United States is as follows: Southern states report a good crop of excellent quality. The third crop of alfalfa is being put up in Kansas. A second crop of wild hay is being harvested in some sections of Iowa. The farmers of Michigan are baling their crop for market. The Nebraska hay crop is reported to be good. The crop in New York was somewhat damaged by rains, but on the whole is about an average yield. A second crop is being cut in some sections of the state. The average yield of hay in New England was better than was for a long time expected it would be, and the quality is fair. The yield in North Dakota was light, but is of a fair quality. The crop of Pennsylvania is reported to have been extra heavy. The Wisconsin crop was heavy throughout the state. The second crop is being harvested in some places, but under unfavorable weather conditions.

## REVIEW OF THE CHICAGO HAY MARKET

The prices ruling for hay in the Chicago market during the past four weeks, according to the Daily Trade Bulletin, were as follows:

During the week ending August 15, quotations at the close ranged as follows: Choice timothy, \$12@15; No. 1 timothy, \$11@13.50; No. 2 timothy, \$9@11.50; No. 3 timothy, \$6@9—outside for old hay. Choice prairie, \$11@11.50; No. 1 prairie, \$9.50@10; No. 2 prairie, \$8@9; No. 3 prairie, \$6@7; No. 4 prairie, \$5@5.50. Inside prices on prairie hay for state and outside for Kansas, Nebraska and Iowa hay. Sales ranged at \$4.50@5 for heating and \$7@11 for poor to choice timothy, \$6@8 for state, \$10.50@10.75 for Iowa, and \$9@11.50 for Kansas prairie hay. Rye straw sold at \$7@8.50, and oat straw at \$6. The receipts for the week were 4,245 tons, against 3,553 tons for the previous week. Shipments for the week were 395 tons, against 491 tons for the previous week. There was a good demand for timothy hay with prairie hay dull.

During the week ending August 22 quotations at the close ranged as follows: Choice timothy, \$12@15; No. 1 timothy, \$11@13.50; No. 2 timothy, \$9@11.50; No. 3 timothy, \$6@9—outside for old hay. Choice prairie, \$10@10.50; No. 1 prairie, \$9@9.50; No. 2 prairie, \$8@8.50; No. 3 prairie, \$6@7; No. 4 prairie, \$5@5.50. Inside prices on prairie hay for state and outside for Kansas, Nebraska and Iowa hay. Sales ranged at \$4.50@8 for poor and heating, and \$9@15 for good to fancy timothy, \$6.50 for state, \$7.50 for heating, and \$9@10.50 for good to choice Kansas and Iowa prairie hay. Rye straw sold at \$8.50 and oat straw at \$5.50@6. The receipts for the week were 4,373 tons, against 4,245 tons for the previous week. Shipments for the week were 165 tons, against 395 tons for the previous week. All consignments of timothy hay sold readily. Prairie hay was dull.

During the week ending August 29 quotations at the close ranged as follows: Choice timothy, \$12.50@13; No. 1 timothy, \$11.50@12; No. 2 timothy, \$10.50@11; No. 3 timothy, \$6@9; choice prairie, \$9@9.50; No. 1 prairie, \$8.50@9; No. 2 prairie, \$7.50@8; No. 3 prairie, \$6@7; No. 4 prairie, \$5@5.50. Inside prices on prairie hay for state and outside for Kansas, Nebraska and Iowa hay. Sales ranged at \$6.50@14 for poor to fancy timothy, \$7 for state, and \$8@10 for good to choice Iowa and Kansas prairie hay. Rye straw sold at \$7@8.50, wheat straw at \$5.50 and oat straw at \$5.50@6. The receipts for the week were 4,457 tons, against 4,373 tons for the previous week. Shipments for the week were 299 tons, against 165 tons for the previous week. The market was dull for both timothy and prairie hay and prices declined \$1@2 per ton.

During the week ending September 12, quotations at the close ranged as follows: Choice Timothy, \$11.50@12.00; No. 1 Timothy, \$10.00@11.00; No. 2 Timothy, \$8.00@9.50; No. 3 Timothy, \$6.00@8.00; Choice Prairie, \$9.00@9.50; No. 1 Prairie, \$8.50@9.00; No. 2 Prairie, \$7.50@8.00; No. 3 Prairie, \$6.00@7.00; No. 4 Prairie, \$5.00@5.50. Inside prices on Prairie Hay for State and outside for Kansas, Nebraska and Iowa Hay. Sales ranged at \$5.00@12.50 for poor to choice Timothy; \$5.00@7.00 for Clover Hay, and \$8.00@10.50—outside for strictly choice Kansas

Prairie Hay. Rye Straw sold at \$8.50@9.25, and Oat Straw at \$5.50@6.00. The receipts for the week were 4,674 tons against 2,530 tons for the previous week. Shipments for the week were 253 tons, against 202 tons for the previous week. The arrivals of Timothy Hay were heavy and the market was overstocked. Prairie Hay was in only fair supply and the demand was moderate.

## SEEDS

Currie Bros. Co., wholesale seed dealers at Milwaukee, Wis., has incorporated with a capital stock of \$100,000.

The premises of J. C. McCullough, wholesale dealer in seeds at Cincinnati, Ohio, were damaged by water during a fire in that city recently.

The Walker Seed Co. has been incorporated at Oklahoma City, Okla., with a capital of \$15,000. The incorporators are: Clyde H. Walker, W. O. Church, J. D. Martin and A. J. Lanch.

The David Seed Co. has incorporated at Cincinnati, Ohio, with a capital stock of \$20,000. The incorporators are W. W. Miller, Mary G. Miller, Benj. David, Annie E. David and William Buchanan.

The crop of alfalfa seed in Kansas is said to be only about one-half that of two years ago, but the seed is of extra good quality and fully ripened. The yield will be from four to six bushels per acre, while the yield of two years ago was from eight to ten bushels per acre. The seed is at present worth about \$7 per bushel and is hard to get at that price.

The Department of Agriculture has appointed Prof. Arnold V. Stubenrauch of the agricultural department of the University of California and P. H. Dorest of Los Angeles, Cal., a committee of two to select a site of 100 acres in some fertile and well irrigated spot in California for the location of a station for raising seeds and plants for distribution by the department. It is said to be the ultimate intention of the department of agriculture to do away with the work of raising seeds for congressional distribution at the many agricultural stations and concentrate it at the new California station.

The clover seed situation as summed up by C. A. King & Co. of Toledo, Ohio, is practically as follows: The reports from Michigan indicate that the acreage is large and prospects for a good crop are excellent; warm and dry weather is needed. From the large counties of Illinois the yield is reported at from one to three bushels per acre with fair quality; the acreage is quite large; smaller counties report the quality from fair to good and the acreage from average to large. The yield is in most instances good and from one to four bushels per acre. Fair weather needed.—The large counties of Ohio report the yield fair, but acreage small and the report of the small counties is practically the same.—The Missouri reports from some sections state that there was more cut than ever before and that the clover is well filled and of good quality. Other sections report that the clover is not turning out as well as was at first expected and that the yield is about one and one-half bushels per acre, and very small seed.—The large counties of Indiana report in some instances light crop, but large acreage, quality better than last year. Other sections report not as good as last year and not as good as expected. Still other counties report lots of clover, quality good and yield one to three bushels.—The smaller counties of Indiana report that the clover is too wet to thresh, Mammoth not well filled and acreage far below average. The yield not making over a bushel per acre.—Clover seed conditions in Iowa are said to be at present favorable for the second crop which is not ready for harvest. In most sections of the state abundant rains fell after the first crop was cut. Heads of new crop are well filled and if weather remains dry the prospects are very good for the second crop.—Kentucky reports are unfavorable with poor prospects.—The yield of clover seed in Ontario, Canada, it is said, will only be about half a crop even with the best of weather.—On the whole, the crop is very irregular and much depends upon the weather in most states.—A report from Germany states that the weather in Europe is at present very unfavorable for red clover and timothy and that the European dealers expect to be obliged to buy large quantities of American timothy especially.

The London Produce Clearing House has announced that on and after September 1, 1903, Manitoba No. 1 hard and Manitoba No. 1 northern grades will be tenderable on the London option exchange. For these grades the Manitoba certificate will be accepted.



## IN THE COURTS

The Danvers Farmers' Elevator Co. of Murdock, Minn., has obtained a judgment for \$3,000 against the bondholders of the defaulting secretary.

Bankruptcy Referee Eastman at Chicago on September 8 appointed the Chicago Title and Trust Co. receiver for Geo. T. (Red Letter) Sullivan. There were several petitioning creditors.

E. R. Ulrich & Sons of Springfield have begun suit against the Postal Telegraph Co. for \$2,000 damages for failure to deliver a telegraph message in time to make the deal mentioned in the telegram.

Lawrence King has sued the Coe Commission Co. at Redwood Falls, Minn., to recover his losses (\$6,200) in speculations in winter wheat to the amount of 305,000 bushels. The attorneys of the Minneapolis Chamber of Commerce are of counsel for the plaintiff.

H. M. Babcock, an independent grain buyer at Cleveland, Minn., has filed a petition with the railroad commission asking the commission to order the C. & M. & St. P. R. Co. to put in a sidetrack to his elevator at Le Sueur Center. The company had refused to construct the track on the ground that the station had enough regular line elevators and that the Babcock house stands on private ground.

J. R. Wagner of Lacon, Ill., has begun an action against the C. & A. Ry. Co. for damages occasioned by delay in the transportation of certain cars of corn. Wagner alleges that in April last he shipped six cars of corn to the Nash-Wright Co. at Chicago, and that the railroad company did not deliver the corn until five days after its arrival in Chicago, and that in the meantime the price of corn dropped four cents a bushel and he was loser thereby to the extent of \$1,200. He sues to recover the difference between the amount actually received for the corn and what he would have received had the corn been delivered promptly.

In the proceedings instituted in the Superior Court at San Francisco to have the Eppinger & Co. appendage known as the Pacific Coast Warehouse Company declared insolvent, Judge Murasky, on August 21, overruled the demurrer to the complaint of the creditors and held that the Superior Court had jurisdiction. This decides the contention of the defendant company that the national bankruptcy act superseded the state insolvency laws and that the Superior Court has no powers in the premises. The effect of this ruling, based upon a decision of the Supreme Court of California, will be to force the company into bankruptcy.

A. L. Harroun of the Harroun Commission Co. of Kansas City, on August 12 applied to the courts for an injunction enjoining the directors of the Kansas City Board of Trade from expelling him from membership, as they threaten to do, because he has refused to comply with the order of the directors that he pay for grain ruined by the flood. He contends that the controversy as to the ownership of the grain should not be passed upon by the directors, but should be determined by the board of arbitration. The suit is similar to those brought some time ago by the Moffatt Commission Company and A. H. Schmidt, and still pending in the Circuit Court.

The public administrator at Louisville, Ky., has brought an action against C. M. Bullett & Co., claiming \$10,000 damages for the benefit of the estate of Kenneth H. Cooper. It is alleged that Cooper, who was but fifteen years of age, met his death August 15, 1902, in a grain elevator in White County, Ill., owned by the defendants; that he was an inexperienced boy employed in the work of keeping clear the mouth of a pipe through which grain was pouring into a huge bin; that the place where he was compelled to work was small and stuffy; and that while he was so employed he was overcome by heat and fell into the bin, being immediately buried in the grain and suffocated.

On August 11, by virtue of a writ of attachment sworn to by Jay R. Tuttle of Butte, Mont., the office fixtures of the Rialto Grain and Securities Co. of St. Louis were seized on a debt of \$1,850.80. On the following day involuntary proceedings in bankruptcy were begun against the same company by three other creditors representing debts of \$1,852.62, the allegation being made of concealment of the company's property. Subsequently at the request of Maj. Hugh C. Dennis, president of the company, a meeting of creditors was held at which an offer of 50 per cent in settlement was made and accepted. This settlement cost the company about \$19,000, realized from various assets estimated to be worth \$96,000. Thereupon the company elected a new board of directors and officers as follows: Directors—Maj. H. C. Dennis, A. W. Powell, W. Arthur

Clems and H. J. Dennis. The new directory elected H. C. Dennis, president; W. A. Clems, vice-president; J. P. Carr, comptroller, and H. J. Dennis, manager of the operating department. The company resumed business on August 19.

The office fixtures of the Cleage Commission Co., St. Louis, were seized on August 12 on a writ of attachment sued out by Chas. W. Harlan of Ohio on a claim of \$779.25, but were released on Thos. A. Cleage's filing bond of \$1,558.50.—In the matter of the suit of S. P. Tresslor of San Francisco against Cleage, an application to the court for an order on Cleage to produce his books for the purposes of the hearing of testimony before the Commissioner, was refused on technical grounds. Mr. Cleage, on his own testimony before the Commissioner, admitted that he could not tell within \$100,000 what sum he had paid his brokers nor within \$500,000 what he had lost in his December corn corner. Hearing in court of the Tresslor suit will be had in October.

The representatives of the Oto bank (bankrupt) of Oto, Iowa, have filed a cross-petition in the action of the Weare Commission Co. vs. the McNeil Grain Co. at Chicago, in which the bank asks for a judgment of \$250,000 against the Weare Company, of which \$212,500 would go to the bank directly. The Oto bank people were it appears behind the McNeil Grain Co., who made the deal with the Weares. They bought, it is claimed, a million bushels of September wheat in May, 1902, putting up about \$42,000 for margins. In June the Weare Company sold the holdings, it is claimed without authority, and demanded more margins from the McNeil Company. The wheat was bought at 72 cents and 75 cents, and was sold at 71 cents and 72 cents, before September wheat reached 95 cents and 96 cents. It is the claim of the bank's attorneys that the Weare Company is responsible to the maximum value the holdings reached during the life of the contract, since at no time would the money put up for margins have been exhausted.

The Barnum Grain Co. of Duluth has sued the Western Union Telegraph Co. for \$283.20 on the following state of facts. The Barnum Company alleges that October 27 last the Telegraph Company delivered to it the following telegram: "Buy 5000 December flax. Thos. Ose." The meaning of this message, it was understood, was an order for the plaintiff, as a commission firm, to buy for Thomas Ose, of Brismade, N. D., at the then market price, 5,000 bushels of flax, to be delivered in December. The plaintiff claims that on receipt of this message it immediately proceeded to execute the commission and bought 5,000 bushels of December flax at \$1.23½ per bushel, the best price it was then procurable for; that immediately after the purchase the price of December flax began to decline and the plaintiff, being unable to get responses by letter or telegram, from Thomas Ose, sold the flax at \$1.18 per bushel, or at a loss of 5½ cents per bushel. It is further alleged that the message received and delivered to the Barnum Company was not sent by Thomas Ose nor was it intended for the plaintiff, but that its delivery resulted through the gross negligence of the Telegraph Company's agents.

The management of the Peoria Corn Exposition (October 12 to 24), in which the Illinois Corn Growers' Association are taking an active interest, have engaged an instructor from the state agricultural school and he will give a series of lectures on the different varieties of corn raised in this state and the best varieties for the farmer to raise for certain kinds of markets.

### A NEWCOMER.



Will this husky new fellow get into the game?—Minneapolis Journal.

## FIRES--CASUALTIES

The Farmers' Elevator at Warren, Minn., was destroyed by fire on August 17.

The Atlas Grain Co.'s elevator at Collins, Iowa, was struck by lightning recently and the roof and sheathing considerably damaged.

J. F. Downing's elevator at Mooreton, N. D., was burned on the night of August 24. The elevator contained about 7,000 bushels of flax. The fire is thought to have been started by tramps.

Miller & Clark's elevator at Ancona, Ill., was burned to the ground on August 22. The origin of the fire is not definitely known, but is attributed to spontaneous combustion. The loss is \$1,500.

Four men were instantly killed and one seriously injured by the giving away of a scaffold sixty feet above the ground while they were engaged in repairing a break in one of the Peavey elevators at Duluth, Minn., on September 10.

John Blair, a grain dealer at Yale, S. D., narrowly escaped suffocation recently. He was assisting in unloading wheat when he fell into the bin which was being filled with grain and would have been smothered had not assistance been at hand.

Elevator A of the Santa Fe road at 27th street and the Drainage Canal, Chicago, Ill., was damaged by fire to the extent of \$250 on July 12. The fire started in the upper part of the structure and was caused by sparks from a passing locomotive.

Smith & Anderson's elevators at Sheridan, Ind., were damaged by fire recently. A dust house adjoining was struck by lightning and the fire quickly spread to the elevators. The dust house was pulled down by volunteers and the fire was soon extinguished; loss small.

W. E. Stone's elevator and coal sheds at El Dorado, Kans., were destroyed by fire on the afternoon of August 21. The elevator and coal sheds were empty. The fire is supposed to have started from sparks from a passing locomotive. There was no insurance on the buildings.

The Northern Elevator Co.'s elevator and the Carman Roller Mills at Carman, Manitoba, burned to the ground on the morning of September 2. The fire started in mill and spread to the elevator near by. The loss on the mill is \$18,000 with insurance of \$9,000 and the loss on the elevator is \$5,000, covered by insurance.

Fire on August 9 destroyed a grain elevator at Randolph Station, near Portland, Ind., owned by Cyrus Bowsman of Saratoga, Ind., and operated under lease by Hinshaw & McNeese of Winchester, Ind. The fire was caused by a spark from a passing locomotive. The loss is \$2,600, with no insurance. A dwelling near by was also burned.

Arthur Masoncup, engineer for the Hasenwinkle Grain Co. at Hudson, Ill., recently had a narrow escape from death while looking after the machinery in the elevator. His clothes caught on a rapidly revolving shaft, but he immediately discovered his situation and seizing one of the timbers of the building succeeded in tearing himself loose. His injuries were slight.

Two grain warehouses at Thorn Hollow Station, near Pendleton, Ore., owned by Kerr, Gifford & Co., and Balfour, Guthrie & Co. of Portland, Ore., were burned on August 19. The fire is supposed to have been caused by sparks from a passing engine. There was no grain in the buildings, but about 20,000 empty sacks were destroyed. The loss is \$5,000, covered by insurance.

Fire on August 24 totally destroyed the grain and feed store, feed mill and stables at South Omaha, Nebr., owned by Dana Morrill. The fire started in the rear of the feed store and the cause is unknown. The loss is \$12,000, with no insurance. Mr. Morrill was badly burned about the hands and face while endeavoring to save some of his property. The building will not be rebuilt.

Tony Strike, a structural iron worker on the new steel elevator "E" at Fort William, Ont., fell a distance of 90 feet into the bottom of one of the grain tanks on August 27 and was not killed. He was working on the top of the elevator when he lost his balance and fell striking on a pile of sand and gravel in the bottom of the tank. No bones were broken. It is thought that he will recover.

The Grand Crossing Elevator Co.'s elevator at 77th street and the Illinois Central tracks, Chicago, Ill., was burned at 9:30 o'clock p. m., August 18. The origin of the fire is not definitely known, but is supposed to have been caused by an overheated shaft. There was also a great explosion. It required fifteen engines to control the flames and prevent their spreading to company's other warehouse and the plant of the Hall Linseed Oil Co. The burned structure was used for cleaning and grading oats and contained a large quantity of



grain. The loss is \$60,000, with insurance of \$40,000.

A hay and grain warehouse at Joplin, Mo., owned by the Joplin Hay Co. and occupied by the Dale & Stone Commission Co. burned at 4 o'clock p. m., Sept. 2. The fire is supposed to have been started by a spark from an engine on the 'Frisco road. The burned warehouse was 100x50 feet in dimensions and contained a quantity of grain and hay. The loss is estimated at \$8,000. The burned structure will be rebuilt at once.

The elevator, flour mill and saw mill owned by Garmhausen Bros. at Lock Two, a small village near New Bremen, Ohio, were destroyed by fire at 5 o'clock a. m., August 18. The fire started in the basement of the grain elevator, supposedly from an overheated journal. About 3,000 bushels of corn and a considerable quantity of wheat and flour were also destroyed. The loss is \$15,000, with insurance of \$6,000. The plant will be rebuilt.

J. H. Clausin's elevator at Lucas, Kans., burned at 5 o'clock p. m., August 25. The fire started in the engine room and was caused by a can of gasoline taking fire while the agent was endeavoring to start the gasoline engine. The elevator contained about 5,000 bushels of wheat, a portion of which was saved by breaking into the bins from the outside and allowing the grain to run out on the ground. The amount of the loss has not been learned. The elevator will be rebuilt immediately.

## PERSONAL

D. O. Creason is buying grain for H. Bainter at Nettleton, Mo.

E. H. Dye is in charge of the Peavey Elevator at Hadley, Minn.

John Rolf has taken charge of the Farmers' Elevator at Pratt, Kans.

G. N. Morkassel has taken charge of the Peavey Elevator at Warren, Minn.

George Cayott has taken charge of the Empire Elevator at Stewart, Minn.

Guy Jamieson has taken charge of his father's elevator at Pittsburg, N. D.

V. E. Nelson has taken charge of the Farmers' Elevator at Tekamah, Nebr.

A. W. Blanchard of Burt, Iowa, has taken charge of an elevator at Dolliver, Iowa.

Jesse Foster succeeds Henry Yarber as manager of the elevator at Fowlerton, Ind.

E. Kelly has taken charge of the Minnesota & Dakota Elevator at Hawick, Minn.

Henry Arneson has taken charge of the Northwestern Elevator at Eldred, Minn.

H. Hanlan has taken charge of the St. Anthony & Dakota Elevator at Bisbee, N. D.

R. O. Sperry has taken charge of the Western Elevator Co.'s house at Salem, S. D.

George Baker of Moorhead, Minn., has taken charge of an elevator at Oriska, N. D.

Samuel Galbreath, of Enderlin, N. D., has taken charge of the elevator at Lucca, N. D.

J. P. Johnson has taken charge of the Farmers' Elevator at Hendrum, Minn., as agent.

George Abbott succeeds Edward Clark as manager of the elevator at Danbury, Nebr.

A Mr. McPherson has taken charge of the Iowa Elevator Co.'s house at Moorland, Iowa.

Carl Hanson has taken charge of the Woodworth Elevator Co.'s elevator at Henning, Minn.

Charles Fletcher succeeds Thomas Anderson as manager of the elevator at Grogan, Minn.

W. G. Andrews has become buyer for the Truax & Bett's Elevator Co. at Plankinton, S. D.

George Hargrow has become local manager for the Western Elevator Co. at Groton, S. D.

Frank Schultz has taken charge of the Minneapolis & Northern Elevator at Ardoch, N. D.

W. S. Mattley of Clinton, Mo., has taken charge of Oliver Wyatt's elevator at Blairstown, Mo.

B. P. Bushnell of Minneapolis, Minn., has taken charge of the Peavey Elevator at Argyle, Minn.

Robert Hannah has taken charge of the Northern Grain Co.'s elevator at Wood Lake, Minn.

John A. Norgren of Ida, S. D., is in charge of W. S. Amsden's new elevator at Garfield, Minn.

Henry Klammer of Buffalo Lake, Minn., has taken charge of an elevator at Valley City, N. D.

L. A. Whaley will have charge of the Lexington Mill and Elevator Co.'s new elevator at Cozad, Nebr.

C. C. Pagett of Tacoma, Wash., late assistant superintendent of Kerr, Gifford & Co.'s local warehouse system, has been made superintendent of the

London dock at that place, succeeding the late William G. Roberts, recently drowned.

S. B. Fritz has resigned as manager of the Councilman Grain Co.'s elevator at Pocahontas, Iowa.

J. A. Hoover has become buyer in the McCaull-Webster Elevator Co.'s elevator at Bradley, S. D.

Charles Hunkins has resigned as buyer at the Andrews & Gage Elevator at Breckenridge, Minn.

R. W. Williams has become assistant buyer of the Farmers' Elevator Co. at South Shore, S. D.

Joseph Primus has been appointed wheat buyer for the Inter-State Elevator Co. at Melrose, Minn.

George Ray will have charge of the Northwestern Elevator Co.'s elevator at Worthington, Minn.

Charles O'Kane has taken charge of the Huntington Elevator Co.'s elevator at Plankinton, S. D.

Tom Anderson of St. James, Minn., has removed to Gardner, S. D., and taken charge of an elevator.

William Charleton has resigned his position with the Longview Grain and Coal Co. at Longview, Ill.

V. D. Munger succeeds D. G. Shreve as grain buyer for the Anchor Grain Co. at Dumont, Iowa.

H. B. Borneman of Hallock, Minn., has become manager of the National Elevator at Michigan, N. D.

O. C. Skyberg of Hillsboro, N. D., has charge of the Minneapolis & Northern Elevator at Penn, N. D.

Harry Crawford of Park Rapids, Minn., will buy wheat for the Inter-State Grain Co. at Menahga, Minn.

Arthur Sorenson of Albert Lea, Minn., has taken charge of the Cargill Elevator at Grand Meadow, Minn.

George Lynch of Byron, Minn., has taken charge of G. W. Van Dusen & Co.'s elevator at Chatfield, Minn.

Albert Tiunes of Bird Island, Minn., has taken charge of the Crown Elevator Co.'s house at Morton, N. D.

E. E. Remington of Wells, Minn., has become manager of the Peavey Elevator Co.'s elevator at Mitchell, S. D.

Otto A. Zimmer, formerly of Wykoff, Minn., has taken charge of the Hyde Elevator Co.'s house at Lonsdale, Minn.

William McGrann, formerly of Luce, Minn., has taken charge of the old N. P. Elevator at Perham, Minn., as grain buyer.

Gilbert McEachern of Glasston, N. D., has taken charge of the Minneapolis & Northwestern Elevator at St. Thomas, N. D.

Andrew Lee, an elevator man of Towner, N. D., and Miss Lizzie Forsyth of that city were married at Minot, N. D., recently.

M. R. Nelson of Kesington, Minn., has removed to Tower City, N. D., and taken charge of the Acme Grain Co.'s new elevator.

Gilbert Langland has resigned as buyer for the Peavey Elevator Co. at Butterfield, Minn., and will engage in business there.

Frank Wright of Billings, Kans., has been appointed territorial agent for the Farmers' Co-operative Shipping Association.

Peter Nord, buyer for the St. Anthony & Dakota Elevator Co.'s house at St. Thomas, N. D., has been transferred to Doran, Minn.

John Nelson has removed from Sherburne, Minn., to Fargo, N. D., and has taken a position with the Jenkins-Gardner Elevator Co.

J. A. Monson, formerly at Erskine, Minn., is now manager of the St. Anthony & Dakota Elevator Co.'s elevator at Climax, Minn.

H. C. Joneson, formerly at Sherman, S. D., succeeds E. T. Hanson as agent for the Northwestern Elevator Co. at Garretson, S. D.

Lewis Birdsall has removed from Wood Lake, Minn., to Echo, Minn., and has taken charge of the Columbia Elevator Co.'s elevator.

E. H. Tunell, formerly of Albert Lea, Minn., has taken charge of the Osborne-McMillan Elevator Co.'s house at Alexandria, Minn.

S. Merrifield has been elected manager of the Agra Grain and Elevator Co. at Agra, Kans., to succeed D. W. Smedley, resigned.

Thomas Jensen has removed from Edgerton, Minn., to Delavan, Minn., and has taken charge of the Cargill Elevator at that place.

G. W. Turner has resigned as manager of the Farmers' Elevator at Magnolia, Minn., and has engaged in the live stock business.

H. C. Wiest, formerly of Gaylord, Minn., but late of Dawson, Minn., has taken charge of the Great Western Elevator Co.'s elevator at Watertown, S. D.

D. Hunter of Hamburg, Iowa, president of the Grain Dealers' Union of Southwestern Iowa and Northwestern Missouri, is receiving the congratulations of his hosts of friends among the grain trade, on his marriage on September 2 to Mrs.

Hayes of Kansas City. They will make their home at Hamburg.

Fred Marx, formerly of Wabasha, Minn., has taken charge of the St. Anthony & Dakota Elevator Co.'s elevator at Kempton, N. D.

Anton Adams has been appointed manager of the Inter State Grain Co.'s elevator at Wadena, Minn., to succeed G. H. Green, resigned.

Samuel Egley of Berne, Ind., a member of the Berne Grain & Hay Co., has taken charge of the company's new elevator at LaGrange, Ind.

Walter J. Prendergast of Dogden, N. D., has been placed in charge of the Minneapolis & Northern Elevator Co.'s house at McIntosh, Minn.

George J. White, formerly of Hankinson, N. D., has been promoted to the position of traveling auditor for the Osborne-McMillan Elevator Co.

H. C. Ferguson, formerly an elevator agent at Morgan, Minn., and late of Albert Lea, Minn., has engaged in the grain business at Seaforth, Minn.

W. E. Bryson succeeds W. B. Jones as manager of the Lincoln Grain Co.'s elevator at Adams, Nebr. Mr. Jones has been transferred to another station.

Fred Moritz, formerly with the Independent Elevator Co., at Dresden, N. D., has taken charge of the Federal Elevator Co.'s elevator at Langdon, N. D.

H. W. Graves, a prominent grain dealer of Hastings, Nebr., and Miss Myrtle Robinson of Superior, Nebr., were married at the bride's home on August 29.

George B. Gildersleeve has resigned as engineer and manager of R. A. Ensign & Co.'s elevator at Hudson, Ill., and has been succeeded by Albert Abrams.

George S. Swan has resigned as manager of the McCall-Webster Elevator Co.'s house at Rauville, S. D., and is succeeded by a Mr. Grader of Faulkton, S. D.

John O'Brien has taken charge of the elevator at Carrington, N. D., owned by Andrews & Gage of Minneapolis. Mr. O'Brien was formerly at McHenry, N. D.

F. E. Hawley of Portland, Ore., grain buyer for the Pacific Coast Elevator Co., has been placed in charge of the branch office recently opened at Grass Valley, Ore.

J. F. Hemsley, who has been in the employ of McMurray Bros. at Walhalla, N. D., for the past two years, has taken charge of William Stead's elevator at that place.

E. H. Fuller has resigned as manager of the Tacoma Grain Co.'s warehouse at Genesee, Idaho, and taken a similar position with the National Elevator Co. at Wheaton, Minn.

W. E. Dickinson, who has been in charge of the Atlas Elevator Co.'s house at Balaton, Minn., for the past two years, has resigned and taken charge of G. A. Tate's elevator at that point.

John F. De Kiere, of the Western Elevator Co.'s elevator at Burchard, Minn., has been transferred to the company's house at Marshall, Minn., to succeed Frank Bryant, who has resigned.

M. O. Bergh, who has been employed for the past five years as head miller in the Halstad Flour Mills at Halstad, Minn., will buy wheat for the Northwestern Elevator Co. at Nielsville, Minn.

C. G. Shortridge has resigned as manager of the Monarch Elevator Co.'s elevator at Litchville, N. D., and has taken charge of the grain and lumber business of McCulloch & Mudgett at Hastings, N. D.

## OUR CALLERS

[We have received calls from the following gentlemen prominently connected with the grain and elevator interests, during the month.]

A. Weimer, Greenville, O.  
J. W. Gale, La Valle, Wis.  
C. L. Aygarn, Pontiac, Ill.  
C. Crawford, Morris, Minn.  
F. L. Cranson, secretary Huntley Mfg. Co., Silver Creek, N. Y.  
G. M. Robinson, president Charter Gas Engine Co., Sterling, Ill.  
F. E. Lehman, representing Nordyke Marmon Co., Indianapolis, Ind.  
Arthur H. Smith, Jackson, Mich., representing Huntley Mfg. Co., Silver Creek, N. Y.

The six elevators at Morris, Minn., and those at Cando, N. D., have agreed to keep their houses closed on Sunday.

The vessel rate on oats at Chicago was advanced to 1 cent on September 4, and about 1,000,000 bushels were placed for shipment to Buffalo on that date.



## BARLEY AND MALT

The new elevator of the South Dakota Malting Co. at Sioux Falls, S. D., is nearly completed.

Barley buyers at Duluth, Minn., are insisting on shippers furnishing larger samples. They ask that nothing less than quart samples be submitted.

The barley in Columbia County, Wash., which is scattered over the fields in sacks from the combined harvesters, was damaged slightly by recent rains.

The Piqua Malting Co., of Piqua, Ohio, is expending \$30,000 in putting in a pneumatic system of malting which will permit the plant to be operated the year around.

Loper Bros. of Lapwai, Idaho, recently sold 11,200 bushels of brewing barley to the Vollmer-Clearwater Grain Co. for 80 cents per hundred. The average yield per acre was 50 bushels.

The American Malting Co., of New York City, has let contracts for the erection of several large buildings at its Milwaukee plant to replace those recently damaged and destroyed by fire. The company expects to expend \$200,000 on the new structures.

A recent report of the barley crop of Japan states that on account of unseasonable weather the crop will probably be 13.9 per cent less than that of last year, and 17.9 per cent below the average. The yield for 1913 will, it is estimated, be about 15,854,228 bushels.

A deal was consummated at Dayton, Wash., recently whereby 300,000 sacks of barley were contracted for by local buyers at \$1 per hundred. The price paid was about 25 cents per hundred more than was ever offered before at this season of the year. The grain was purchased for speculative purposes and the specifications call for No. 1 brewing barley.

The Fond du Lac Malt and Grain Co., of Fond du Lac, Wis., has been operating its plant under difficulties. The hack water from the sanitary sewers owned by the city flooded the company's engine room and made it impossible to operate the machinery. The company, it is said, will ask damages from the city on account of the injury done by reason of the defective sewerage system.

Among the prizes to be awarded at the National Irrigation Congress to be held at Ogden, Utah, next week, will be a loving cup for the best exhibit of brewing barley. The cup is designed in classic Greek outline, with a figure representing Ceres, or a personification of the earth considered as to its fertility. The base of the cup is formed of ears of barley, in relief, and the poppy and honeysuckle are used decoratively.

Elevator A at Winona, Minn., owned by the Atlas Elevator Co., of Minneapolis, Minn., has been equipped for cleaning barley and the greater portion of the building has been leased by the Van Dusen-Harrington Co., of Minneapolis. The house was formerly used as a flax-cleaning establishment. The flax-cleaning machinery has all been replaced by machinery for cleaning barley, which will be operated by electricity. The elevator will have a cleaning capacity of from 8,000 to 10,000 bushels per day.

### IMPORTS AND EXPORTS OF BARLEY AND MALT.

BARLEY.			
Imports—	Bushels.		Value.
July, 1902 .....	81	\$	51
July, 1903 .....	135		93
Seven mo. end. July, 1902.....	5,280		3,105
Seven mo. end. July, 1903.....	7,659		3,936
Exports—			
July, 1902 .....	146,072		72,796
July, 1903 .....	114,976		65,024
Seven mo. end. July, 1902.....	1,910,275		980,216
Seven mo. end. July, 1903.....	1,595,546		922,054

BARLEY MALT.			
Exports—			
July, 1902 .....	22,620		15,678
July, 1903 .....	50,333		39,014
Seven mo. end. July, 1902.....	255,216		169,089
Seven mo. end. July, 1903.....	224,914		165,878

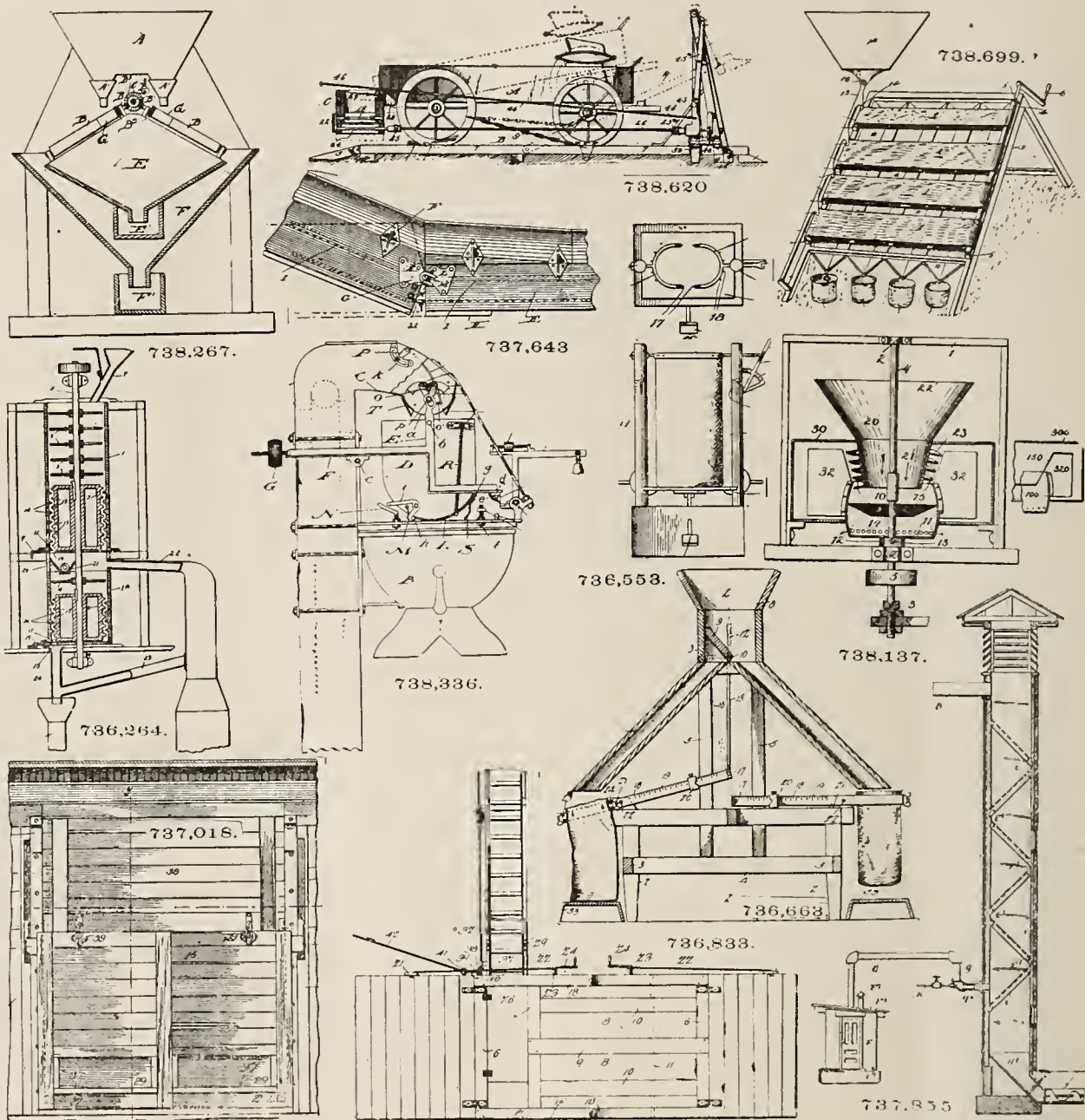
### JULIAN KUNE ON THE BARLEY CROP.

Julian Kune's annual review of the barley crop of the country as published in "The Western Brewer," is based on the statements of 400 replies from selected correspondents in 164 counties of the barley sections of the states of Iowa, Minnesota, Wisconsin and the Dakotas as well as of the Pacific Coast, Iowa, Minnesota, Wisconsin and South Dakota being the leading states. The general conclusions of the enquiry are as follows:

"The government estimate of the acreage in

barley for the country was last given as 4,999,137 acres. While in this report the average yield per acre was estimated separately in each state as reported, the conclusions arrived at from these separate estimates is an average yield of twenty-seven bushels per acre for the whole country, making the total crop in round numbers 137,000,000 bushels. These figures very closely correspond with the figures based on the government estimate of the acreage by being multiplied by the average yield of twenty-seven bushels to the acre. One thing, however, must be taken into consideration, the barley being this year of a very light weight and thin character, it would not be too excessive to deduct from the above given grand total at least 5 per cent, which would reduce the crop to about 130,000,000 bushels, divided as follows:

"Iowa, Minnesota, Wisconsin and North and South Dakota on their 2,980,000 acres raised 80,100,000 bushels. California, with its 1,201,000 acres, 36,000,000 bushels, and the remaining barley producing states, with their 818,000 acres, about 21,000,000 bushels, making, as above stated, a total of 137,666,000 bushels subject to a deduction of 5 per cent on account of light weight, reducing the



crop as above stated. These figures are based on the actual returns from the various districts, which are the only tangible ratio for any computation. Of course, the weather during harvest may have caused a reduction in yield as well as quality and color, but if such is the case this report can take no cognizance.

"The government's last report, issued August 1, gives the condition of the barley crop as 83.4, as against 86.8 one month ago, 90.02 on August 1, 1902, 86.9 at the corresponding date, 1901, and a ten-year average of 83.4.

"A couple of weeks before harvest the barley crop of the Northwestern states promised exceedingly well as to color and quality, but hailstorms and excessive rains changed both for the worse. Notwithstanding the thin and shoepeggy character of the berry in general, the crop is much sounder than last year's, which in this respect was one of the poorest in years. There will be some bright and plump barley, but this will be the exception and not the rule. Prices, as the case was last year, will be governed by the price of other grains raised for feeding purposes. Of late years, millions of bushels of barley have been mixed with oats to the best advantage of both the mixer and the consumer, who has learned by experience the value barley possesses for feeding purposes."

## LATE PATENTS

Issued on August 11, 1903.

Conveyor.—Alfred J. Wehster, Columbus, Ohio, assignor to Joseph A. Jeffrey, Columbus, Ohio. Filed Sept. 18, 1897. No. 735,921.

Grain Sieve.—Edward Huher, Marion, Ohio. Filed Mar. 3, 1902. No. 736,261.

Grain Cleaning and Scouring Machine.—Herbert C. Jeffers, Battle Creek, Mich., assignor to Adolph Johnson, same place. Filed Mar. 26, 1902. Renewed July 11, 1903. No. 736,264. See cut.

Issued on August 18, 1903.

Conveyor.—Freeman R. Willson, Jr., Columbus, Ohio, assignor to Joseph A. Jeffrey, Columbus, Ohio. Filed Apr. 17, 1900. No. 736,901.

Sack Holder.—John Schmidt, Ubet, Mich. Filed June 30, 1902. No. 736,553. See cut.

Machine For Bagging and Weighing Grain.—

James B. Williams, Alherta, La. Filed Dec. 19, 1902. No. 736,663. See cut.

Portable Elevator and Dump.—John Fisher and Daniel Fisher, Kinsman, Ill. Filed June 21, 1902. No. 736,833. See cut.

Issued on August 25, 1903.

Grain Door For Cars.—Herman Pries and John W. Meyer, Michigan City, Ind. Filed Dec. 23, 1902. No. 737,018. See cut.

Gate-Operating Mechanism For Hoppers.—Frank Bowers, Lehanon, Pa., and Thomas Reese, Jr., Newark, N. J. Filed Jan. 17, 1903. No. 737,200.

Issued on September 1, 1903.

Grain Conveyor.—John Mahus and Frank L. Hay, Lilly, Ill. Filed Feb. 11, 1903. No. 737,643. See cut.

Apparatus For Purifying Grain or Other Products.—Warren T. McCray, Kentland, Ind., assignor to American Grain Purifier Constructing Co., Pierre, S. D. Filed Aug. 3, 1901. No. 737,855. See cut.

Grain and Seed Separator.—James K. White, Mansfield, Ohio. Filed Dec. 5, 1901. No. 738,137. See cut.

Issued on September 8, 1903.

Automatic Weighing Apparatus.—Alfred R.



Leitch and Thomas A. Drummond, Winnipeg, Canada. Filed June 30, 1902. No. 738,336. See cut.

Separating Roll For Bean Picking Machine.—Ernest E. Wemp, Oxford, Mich. Filed Feb. 9, 1903. No. 732,267. See cut.

Dumping and Elevating Apparatus.—Philip J. Manger, Minier, Ill. Filed Feb. 17, 1903. No. 738,620. See cut.

Grain Separator.—Robert S. Riuker, Rinkerton, Va. Filed May 7, 1901. No. 738,699. See cut.

## OBITUARY

J. M. Action, a well known grain and coal dealer of Milledgeville, Ohio, is dead.

N. L. Greer, formerly and for many years a grain dealer at Le Mars, Iowa, died at his home in that city on August 16, from heart failure. The deceased was 62 years of age and had been a resident of Le Mars since 1872. He was prominent in party politics in that section of the state and at the time of his death was chairman of the Republican county central committee. His wife, two sons and two daughters survive him.

Stephen D. Andrews, head of the firm of Stephen D. Andrews & Son, dealers in grain, hay, feed, salt, etc., at Providence, R. I., died at the home of a daughter in that city August 30, after an illness of about two weeks. The deceased was born in Deighton, Mass., removing with his parents to Fall River, Mass., when still a small boy. They later removed to Providence, R. I., where his father engaged in the grain, hay, flour and salt business. The father retired from business about ten years later and was succeeded by the deceased who became one of the largest importers of salt in New England. Mr. Andrews is survived by four daughters and one son, his wife having died in 1898.

Mrs. Frank H. Peavey, widow of the late F. H. Peavey, died at her residence in Minneapolis, Minn., August 15. The deceased was born in Keosauqua, Iowa, in 1850, and was the daughter of the late George G. Wright, formerly a member of the Supreme Court and United States senator. She was married to Frank H. Peavey at Des Moines, Iowa, in 1872, at which time Mr. Peavey was engaged in the grain trade at Sioux City, Iowa. They removed to Minneapolis in 1884. Mrs. Peavey is survived by one son, George W. Peavey, and two daughters, Mrs. F. T. Heffelfinger and Mrs. Frederick B. Wells. Her two sons-in-law and son are the active heads of the grain firm of F. H. Peavey & Co. of Minneapolis.

The hay and feed crops in the New England and the East have turned out so much better than expected and the trade there suffered so much less from enthusiastic buying on the June drought that they are inclined now to buy only for immediate needs.

### ELEVATOR MACHINERY SALES.

During July and August the Barnard & Leas Mfg. Co. of Moline, Ill., sold elevator machinery as follows: Corn-shellers and corn-cleaners—Leger Milling Co., Leger, Okla.; J. W. Kline, Rochester, Mo.; Harbour & Shanley, Pemberton, O.; Hayes-Emes Elevator Co., Hastings, Nebr.; Allis-Chalmers Co., Milwaukee, Wis.; Nurdyke & Marmon Co., Indianapolis, Ind.; J. & J. Lease, West Manchester, O.; S. B. Green, Essex, Ontario; Lee Lockwood, Des Moines, Ia.; G. H. Birchard, Lincoln, Nebr.; York Foundry & Engine Works, York, Nebr.; A. J. Robinson, Arbela, Mo.; Fitch Milling Co., Houston, Mo.; H. C. Clark, Lebanon, Ind.; Weller Mfg. Co., Chicago, Ill.; Davenport Elevator Co., Davenport, Ia.; Fairbanks, Morse & Co., Chicago, Ill.; J. C. Bird, St. Joseph, Mo.; The Keiser-Van Leer Co., Bloomington, Ill.; Allen P. Ely & Co., Omaha, Nebr.; J. S. Minor & Son, Louisville, Ky.; L. S. Austren, Basket, Ky.; Weatherford Milling Co., Unionville, Mo.; Fairbanks, Morse & Co., Chicago, Ill.; Shornden Bros., Ponca City, Okla.; Allen & Wilton, Wheatland, Ind.; Fred Weber, Evansville, Ind.; The Reighard Emerick Grain Co., Raymond Ind. Separators—Atwood Bros. & White, Alexandria, Minn.; Jaques Grain Co., Lincoln, Nebr.; George Coryell, Talmage, Nebr.; Charles J. Hurt, Carberry, Manitoba; D. Rothschild Grain Co., Davenport, Ia.; Cottingham & Franklin, Hamler, O.; York Foundry & Engine Works, York, Nebr.; Security Milling Co., Abilene, Kan.; Maxwell Milling Co., Blackwell, Okla.; E. D. Gould, Fullerton, Nebr.; H. Heidloff, New Canton, Ill.; F. R. Morris, Milwaukee, Wis.; Minnesota Mill Co., Little Falls, Minn.; Maywood Milling Co., Maywood, Nebr.; Thorstenburg Grain Co., Lincoln, Nebr.; Victor Milling Co., Wichita Falls, Texas; Interstate Grain Co., Minneapolis, Minn.; P. H. Pelky, Dorchester, Nebr.; Atlas Elevator Co., Minneapolis, Minn.; Llano Milling & Mfg. Co., Llano, Texas; Nurdyke & Marmon Co., Indianapolis, Ind.; John A.

Cole, Rochester, Minn.; Celina Mill & Elevator Co., Celina, Texas.

### SALES OF BOSS CAR LOADERS.

The Maroa Mfg. Co. of Maroa, Ill., report sales of Boss Car Loaders as follows: J. H. Myers, Croft, Ill.; Jos. W. Pauba, Solon, Ia.; Chas. H. Ruple, Chestnut, Ill.; M. J. Lee & Son, Kempton, Ind.; Samuel Mangas, Hartsburg, Ill.; John Nelson, Donovan, Ill.; John Dammann & Co., Dixon, Ia.; Mattoon Elevator Co., Dorans, Ill.; Rossville Grain Co., Rossville, Ill.; J. K. Hinkle & Co., Burrows, Ind.; Webster & Burton, Lodge, Ill.; R. D. Hoffman, Walker, Ia.; Fleming & Noble, Bethany, Ill.; E. L. Champion, Lerna, Ill.; A. K. Scott & Co., Bethany, Ill.; Carlisle & Hodam, Downs, Ill.; G. H. Warren, Middletown, Ill.; Epps & Jones, Dana, Ind.; Epps & Jones, Pinkstaff, Ill.; L. R. Henley, Greetown, Ind.; Allen B. Smith, Rosemond, Ill.; E. Bemus & Son, Rosewood, Ohio; Donlin & Ryan, Rockfield, Ind.; Brocton Elevator Co., Brocton, Ill.; McCray, Morrison & Co., Effner, Ind.; Geo. L. Hight & Co., Walker, Ill.; H. C. Clark, Hazelrigg, Ind.; R. M. Simms, Scircleville, Ind.; E. E. Cornthwaite, Cicero, Ind.; Osborne, Dillen & Sellars, Frankfort, Ind.; 2; Osborne, Dillen & Sellars, Boyleston, Ind.; T. J. Lewis & Bro., Roann, Ind.; Crocker Elevator Co., Emery, Ill.; Seaward & Rakesstraw, Fairfield, Ind.; John C. Young, Michigantown, Ind.; Goodrich Bros., Hay & Grain Co., Gadsden, Ind.; Goodrich Bros., Hay & Grain Co., Jolietville, Ind.; Aaron Gardner, Cottage Grove, Ind.; Henderson & Friedline, Clymers, Ind.; Decatur Elevator Co., Cerro Gordo, Ill.; Collius & Smith, West Ridge, Ill.; Farmers' Grain & Supply Co., Prosser, Nebr.; Geo. Peck & Sons, Monticello, Ill.; W. H. Council, Williamsville, Ill.; U. G. McCoy, Wheatland, Ind.; J. & J. Leas, West Alexandria, Ohio.

## Miscellaneous Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

### GRAIN WANTED.

Wanted—Feed barley and new No. 2 and No. 3 rye.

W. H. SMALL & CO., Evansville, Ind.

### WHITE WHEAT AND ALFALFA SEED.

When needing white wheat or Utah Alfalfa seed, write or telegraph

SAM WILLIAMSON, Salt Lake City, Utah.

### WANTED.

A three-pair-high 9x18 or 9x24-inch roller feed mill, in first-class condition. Address

THE J. L. ROSS CO., Superior, Wis.

### SITUATION WANTED.

An experienced grain buyer is open for an engagement. At present employed and during the past year have bought 400,000 bushels of corn and oats. Any firm that desires a reliable man and is willing to pay a salary commensurate with the work done should address

ILLINOIS, Box 9, care "American Elevator and Grain Trade," Chicago, Ill.

### TO WHOM IT MAY CONCERN.

In answer to the reports that have been circulated through the country, in papers and by letters, stating that we were financially embarrassed, will say that same is a wilful falsehood; and as to our standing, we need only to refer them to Baughman, Bragg & Co., bankers in Tuscola.

TUSCOLA GRAIN & COAL CO., by J. C. Collins, Mgr., Tuscola, Ill.

### FRITZ GRAIN CALCULATOR.

The Fritz Grain Calculator shows at a glance, or with simplest calculation, the cost of any quantity of grain, such as oats, shelled corn, ear corn, barley, wheat, from 14 to 73 cents per bushel at statute weights. Also two tables for calculating cost of tons and fractional part of a ton at any given price per ton from \$2 to \$13 per ton. Price of Grain Calculator, \$3; of Coal and Hay Calculator, \$2. Address

S. B. FRITZ, Pocahontas, Iowa.

### ELEVATOR MACHINERY AND SUPPLIES.

Persons building or remodeling grain elevators should write for our catalog of machinery and supplies, which describes the "Ohio" Sheller, Smith's Improved Chain Drag Feeder, Smith's Overhead Wagon Dump, Elevator Head and Self-Cleaning Boot, Marquis Ear Corn Feeder, Cast Iron Pulleys, Wood Pulleys, Sprocket Wheels, Hangers, Shafting, Belting, etc. I also manufacture Saw Dust, Tupper and Straight Bar furnace grates.

PHILIP SMITH, Sidney, O.

## For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

### KANSAS ELEVATORS.

Elevators for sale in Kansas. Address

E. J. SMILEY, 37 Crawford Bldg., Topeka, Kans.

### STRONG SCALES.

For elevators and mills. The best is the cheapest, write to-day.

GOVERNMENT STANDARD SCALE WORKS, Terre Haute, Ind.

### FOR SALE.

Gasoline and steam engines for sale. A specialty of complete power plants.

WALLACE MACHINERY CO., Champaign, Ill.

### FOR SALE CHEAP.

A good 40-barrel water power mill in a good town in northern Iowa. For information address

H. W. WINSLOW, 309 Young St., Dallas, Texas.

### FOR SALE.

Elevator and coal business on B. & M. Ry., for sale; steam power, hopper scales, cribs, etc.

J. M. MARSH, Hebron, Nebr.

### SCALES FOR SALE.

Scales for elevators, mills, or for hay, grain or stock; new or second-hand at lowest prices. Lists free.

CHICAGO SCALE CO., 299 Jackson Boulevard, Chicago, Ill.

### FOR SALE CHEAP.

Three Barnard & Leas Dustless Separators, 1882 pattern. Want to make room for large capacity separators. Address

J. F. HARRIS & CO., Burlington, Iowa.

### FOR SALE.

We have a large stock of boilers, engines, steam pumps and pulleys for sale. Write for specifications and prices to

PHILIP SMITH, Sidney, Ohio.

### A MONEY MAKER.

Owing to other interests will sell my hay, grain and flour business that clears \$2,500 a year, including warehouse 100x40 next to track and my cozy little home situated in one of the best towns in the West. Address

F. D. STOOP, Rocky Ford, Colo.

### FOR SALE.

One Barnard's Perfected Elevator Separator, with double counterbalanced shoe, capacity 500 to 1,000 bushels per hour, with extra sieves for corn, oats and flax. Separator used but a short time; is in first-class condition. Address

THE J. L. ROSS CO., Superior, Wis.

### MAKE YOUR WANT KNOWN.

There are few mind readers and when you want to convey an idea to a grain shipper or receiver it's best to either put it in type or shout it at him. The "American Elevator and Grain Trade" reaches a large class of readers who will read your wishes if you have them put in type in these columns.



**MONEY IN YOUR POCKET.**

If you want to change that second-hand machine into money advertise it in this department. Or if you have a grain elevator to sell or rent, or wish to buy, make your wants known through these columns.

**MISSOURI ELEVATOR.**

I would sell my elevator and grain business, located at Fairfax, Mo. The only elevator in town and have no shipping competition. One of the best shipping points in northwestern Missouri. Call on or address

M. F. HACKETT, Fairfax, Mo.

**FOR SALE, SECOND-HAND GAS AND GASOLINE ENGINES.**

One 12 H. P. Fairbanks & Morse, with electric igniter and hot tube, latest improved.

One 8 H. P. Fairbanks & Morse.

One 6 H. P. Fairbanks & Morse.

One 4 H. P. Fairbanks & Morse.

One 6 H. P. Fairbanks & Morse.

One 10 H. P. Fairbanks & Morse, portable.

One 10 H. P. gas engine, stationary.

One 12 H. P. Weber.

One 20 H. P. Weber.

One 2½ H. P. Weber.

One 16 H. P. Otto.

One 50 H. P. Otto.

These engines have all the latest improvements and will be sold at a bargain. Address  
JOPLIN GAS ENGINE CO., Joplin, Mo.

**FOR SALE.**

Stationary engine, steam, 10-horsepower, for sale; one 30-horsepower tubular boiler with full arch front; heater; cold and hot water pumps, and other attachments.

R. H. WATSON, Old Fort, O.

**FOR SALE.**

Two elevators for sale, in the best grain section of southern Minnesota; one 25,000 bushels capacity, the other 15,000 bushels capacity; each equipped with good gasoline engine and in first-class condition; coal business and sheds in connection. Address

DRAWER A, Canton, S. D.

**Burlap Bags!! Grain Bags!!**

ALL SIZES MADE TO ORDER.

W. J. JOHNSTON, 182 Jackson St., Chicago.

**MEMPHIS.**

W. P. BROWN

GEO. READ

**W. P. BROWN & CO.**

Successors to JNO. K. SPEED & CO.

WHOLESALE GRAIN, HAY, SALT

Office, No. 1 Madison Street  
Warehouse, Cor. Butler and Tennessee Sts. MEMPHIS, TENN.

**ROOFING AND SIDING.**

STRUCTURAL STEEL,  
STRUCTURAL IRON,  
ROOF TRUSSES,  
METAL ROOFING AND SIDING.

Write for Prices and Catalog.

**The Garry Iron & Steel Co.**

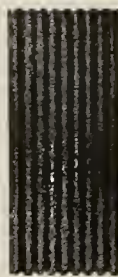
CLEVELAND, OHIO

MANUFACTURERS MORTAR COLORS and MINERAL PAINTS

**SYKES STEEL ROOFING CO.**

611 So. Morgan Street, Chicago

Makers of FIRE-PROOF WINDOWS



WE manufacture all gauges of corrugated iron, either painted or galvanized. We make Patent Cap Roofing, Roll Cap Roofing, "V" Crimped Roofing, Metal Ceilings, etc., etc. We make a specialty of

**Corrugated Iron and  
Metal Roofing  
For Grain Elevators**

And take contracts either for material alone or job completed. Write us for prices. We can save you money.

**GRAIN RECEIVERS****KANSAS CITY**

**ERNST-DAVIS GRAIN CO.**

KANSAS CITY, MO.

ORDERS FOR GRAIN FOR FUTURE DELIVERY  
EXECUTED IN ANY MARKET.

CONSIGNMENTS GIVEN SPECIAL ATTENTION.

Members Kansas City Board of Trade, Chicago Board of Trade  
and St. Louis Merchants Exchange.

**PHILADELPHIA**

**L. F. MILLER & SONS,**

RECEIVERS AND SHIPPERS OF

**Grain, Feed, Seeds, Hay, Etc.**

OFFICE 2931 N. BROAD ST., PHILADELPHIA, PA.

CONSIGNMENTS SOLICITED. Special attention  
given to the handling of CORN AND OATS.

REFERENCES..... } Manufacturers' National Bank, Philadelphia, Pa.  
Union National Bank, Westminster, Md.

**CINCINNATI**

**HENRY HEILE & SONS**

CINCINNATI, OHIO

Receivers and Shippers of... **HAY, GRAIN and FEED**

Warehouses and Elevators at Cincinnati, Ohio,  
Covington, Newport and Latonia, Ky.

**MILWAUKEE**

LEMAN BARTLETT

O. Z. BARTLETT

**L. Bartlett & Son,**

GRAIN AND PRODUCE COMMISSION  
...MERCHANTS...

**BARLEY A SPECIALTY**

Room 23 Chamber of Commerce Bldg.  
MILWAUKEE, WIS.

Careful attention given to orders from  
Brewers, Malsters and Millers.

**MINNEAPOLIS**

**F. H. PEAVEY & CO.,**

MINNEAPOLIS,

GRAIN RECEIVERS.

Consignments Solicited.

MINN.

**MILLING WHEAT A SPECIALTY.**

J. L. MCCAULL

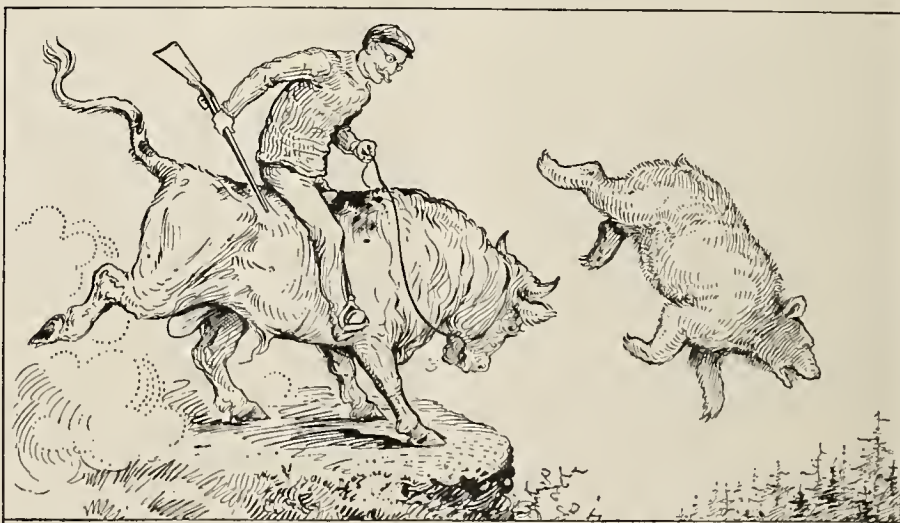
D. WEBSTER

R. A. DINSMORE

**The McCaull-Webster  
Grain Company**

COMMISSION  
MERCHANTS.

MINNEAPOLIS,  
MINN.



CORRESPONDENCE SOLICITED.  
Our Customers' Interests Closely Watched;  
their Welfare means our Prosperity.

**CHAS. E. LEWIS & CO.**  
GRAIN, COMMISSION AND STOCK BROKERS,  
CHAMBER OF COMMERCE,  
MINNEAPOLIS.

J. R. MARFIELD, Pres. Wm. GRIFFITHS, Vice-Pres. and Mgr.  
C. D. TEARSE, Sec'y and Treas.

**MARFIELD-GRIFFITHS CO.**  
GRAIN COMMISSION

OFFICES: CHICAGO MILWAUKEE  
MINNEAPOLIS DULUTH Consignments and Orders for  
Future Delivery Solicited.

PRIVATE WIRES—CHICAGO AND NEW YORK.

11-514 New Chamber of Commerce, Minneapolis, Minn.

E. A. MARTIN, Pres. S. M. PASSMORE, Sec. & Treas.

**THE P. B. MANN COMPANY**  
**GRAIN COMMISSION**

Special attention to selling wheat by sample.

322 Flour Exchange, MINNEAPOLIS, MINN.  
Branch Offices: Chicago, Milwaukee, Duluth.



# GRAIN RECEIVERS

## CLEVELAND

**THE UNION ELEVATOR CO.**

BUYERS AND SHIPPERS

WHEAT, CORN, OATS, HAY AND STRAW

OUR SPECIALTY: RECLEANED ILLINOIS SHELLLED CORN  
CLEVELAND, O.

H. M. STRAUSS

H. J. JOSEPH

**STRAUSS & JOSEPH**  
**Commission Merchants**

WE WANT OATS.  
SHIP US YOUR TIMOTHY SEED.  
CLEVELAND, OHIO.

## ST. LOUIS

**CONNOR BROS. & CO.**  
**GRAIN AND HAY**  
ST. LOUIS.

MEMBERS OF GRAIN DEALERS' NATIONAL ASS'N

We Solicit Your Consignments of

**Grain, Hay and Seeds**

**G. L. GRAHAM & CO.,**

301 Chamber of Commerce, ST. LOUIS, MO.

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97 BOARD OF TRADE,

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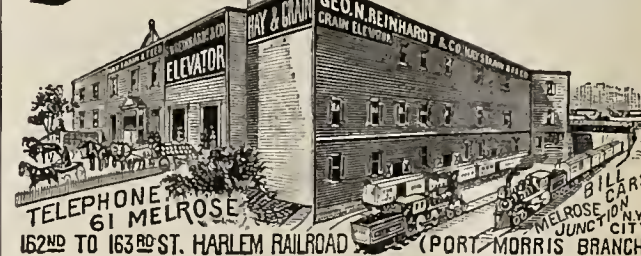
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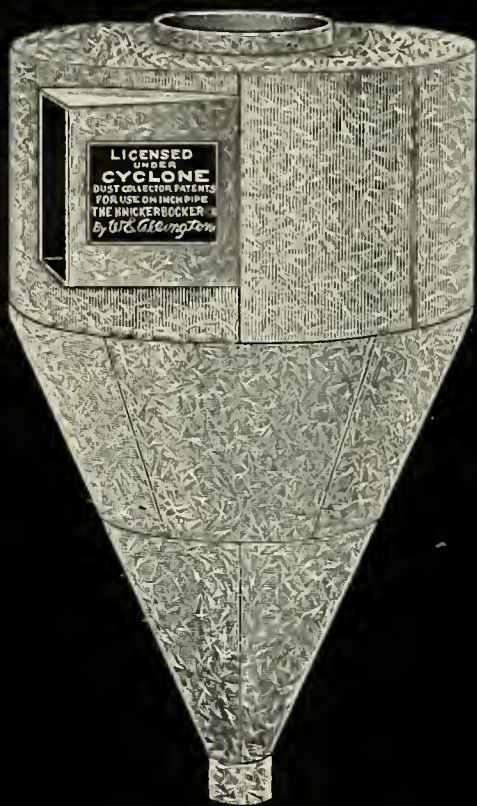
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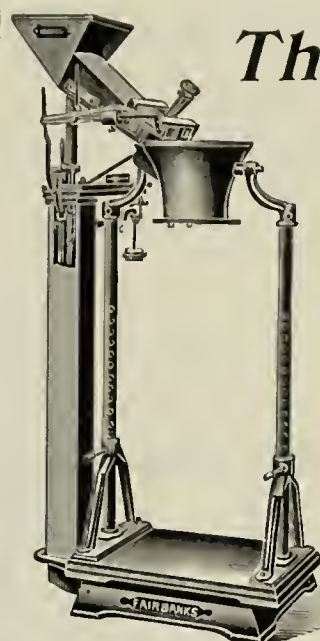
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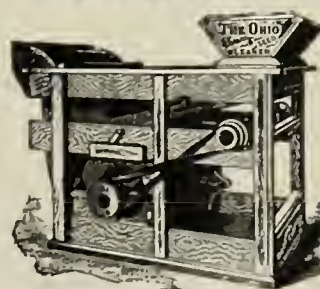
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It is worth  
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Saves time and labor. . . .  
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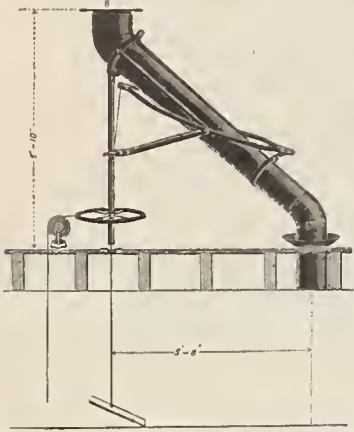
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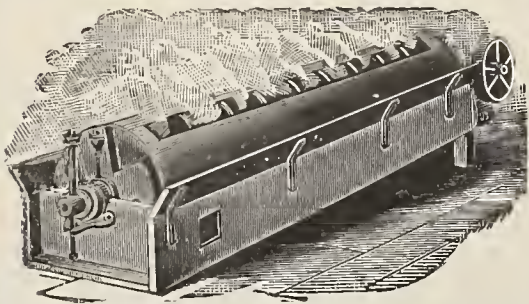
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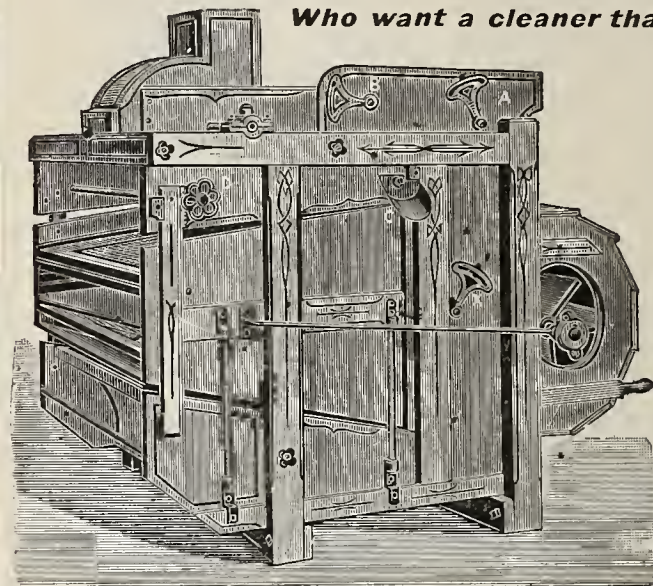
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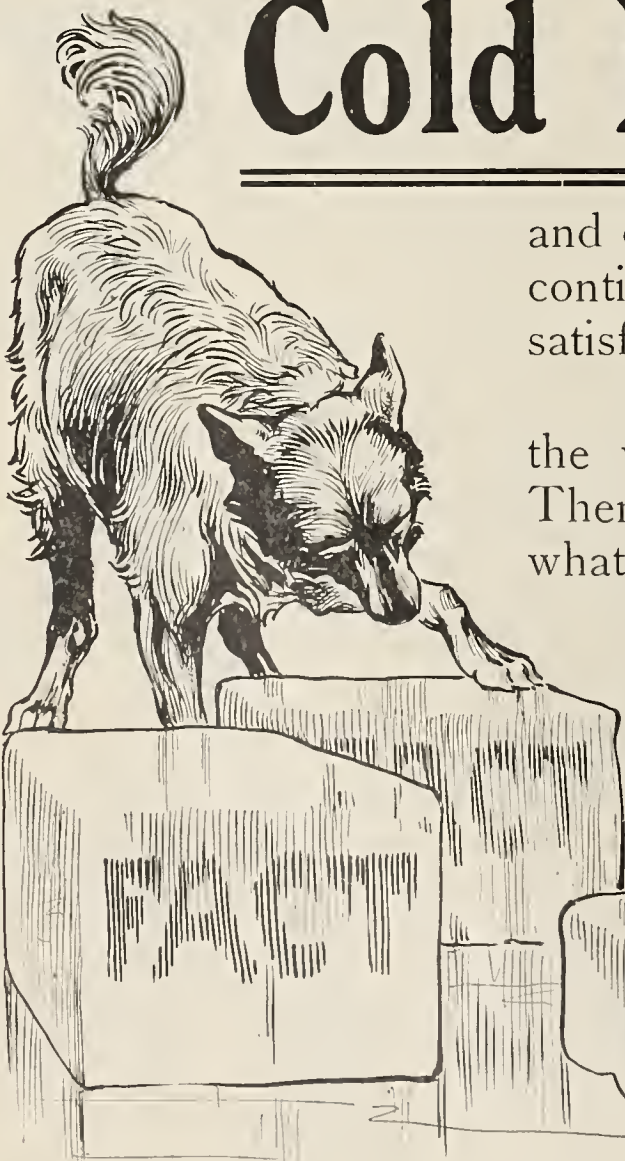
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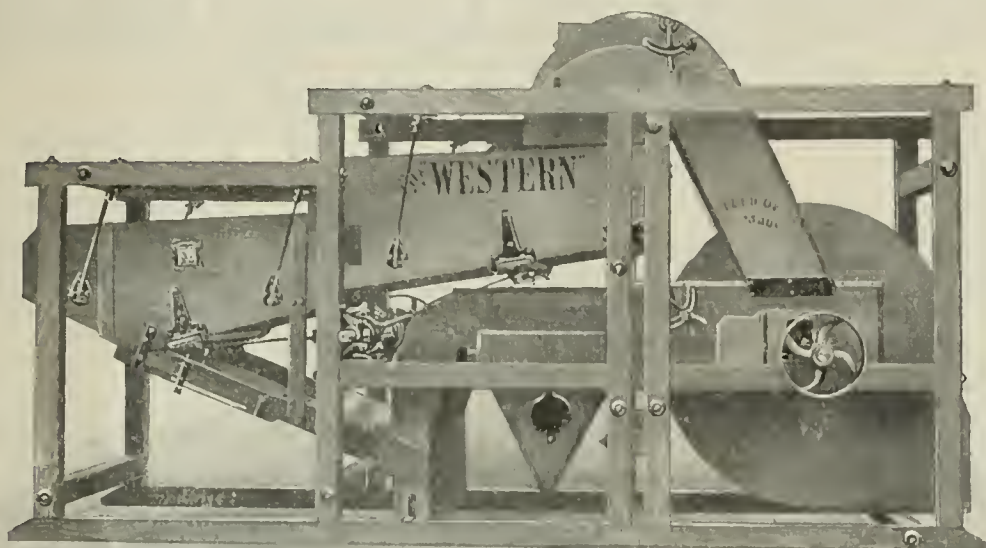
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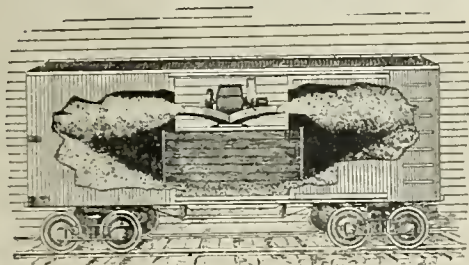
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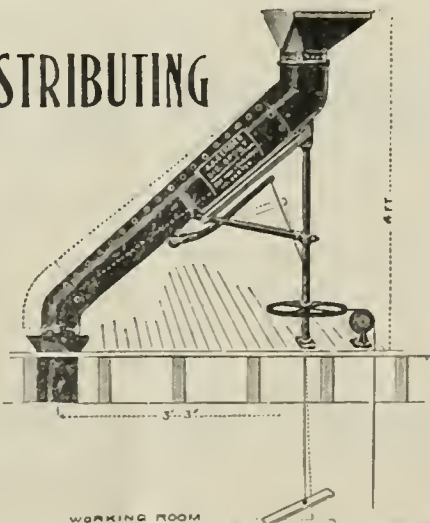
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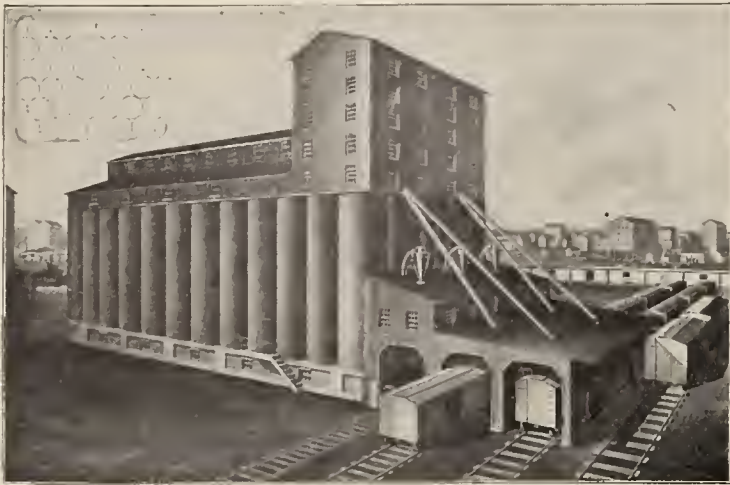
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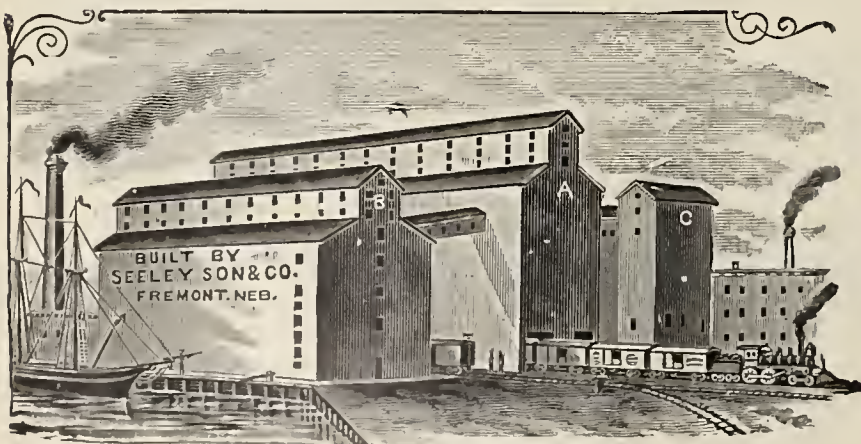
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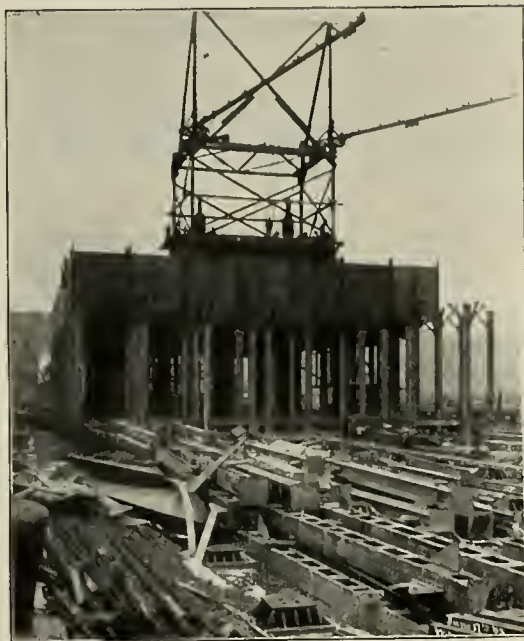
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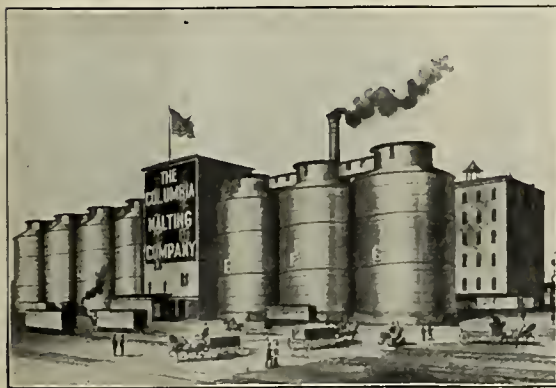
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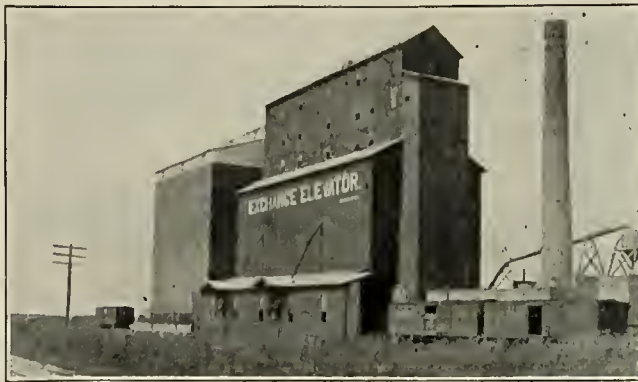
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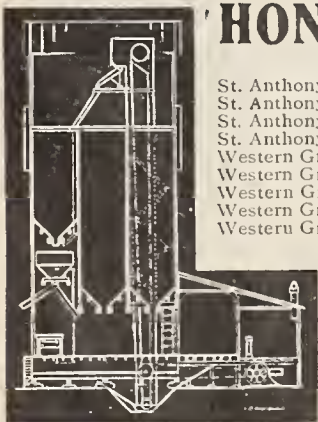
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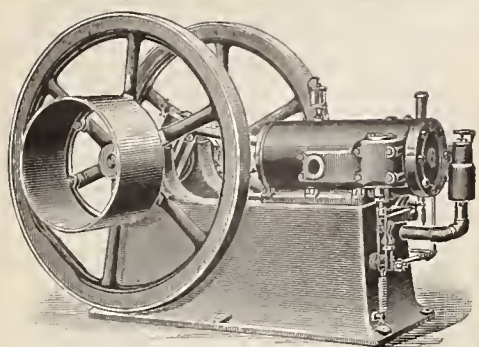
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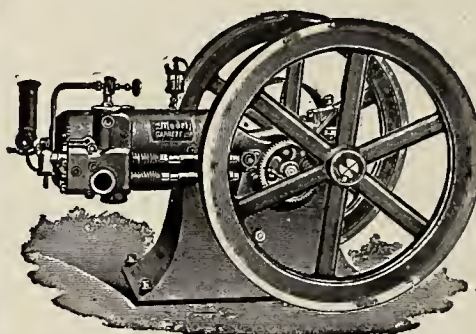
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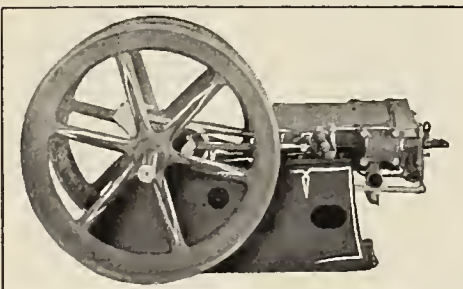
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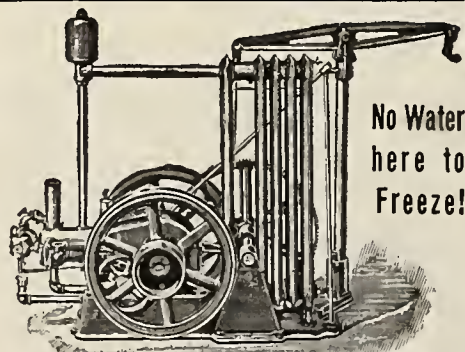
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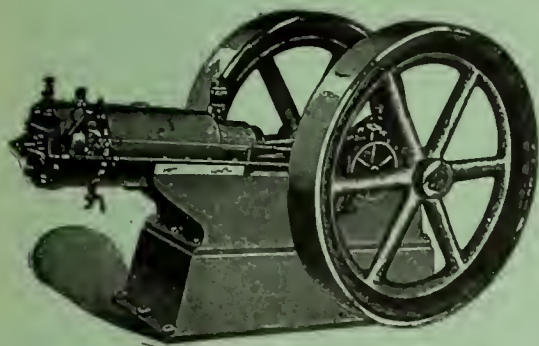
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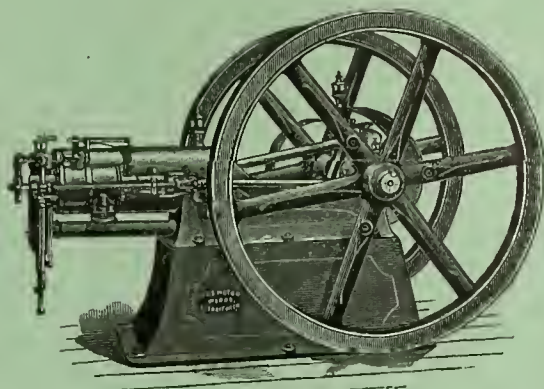
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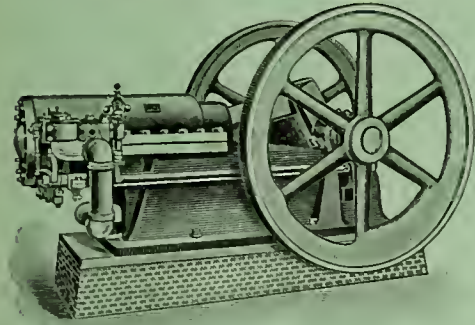


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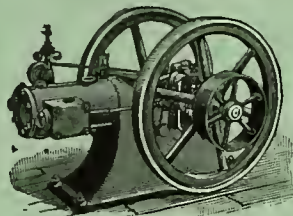


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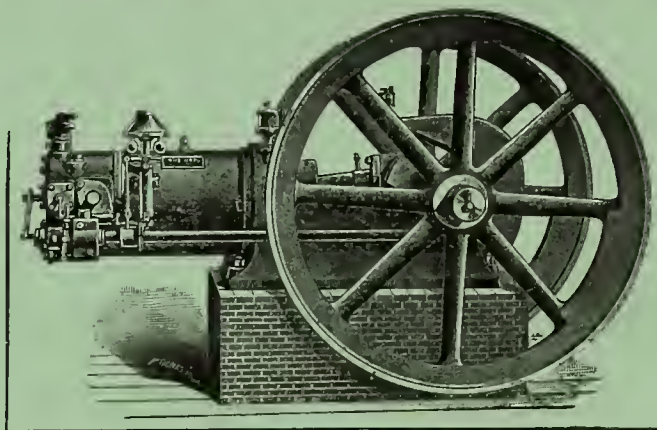
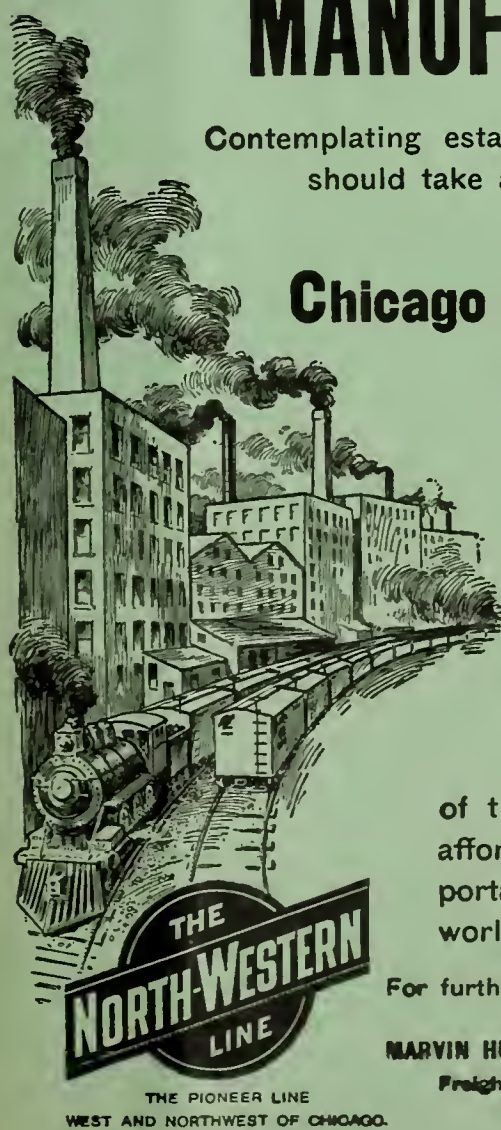
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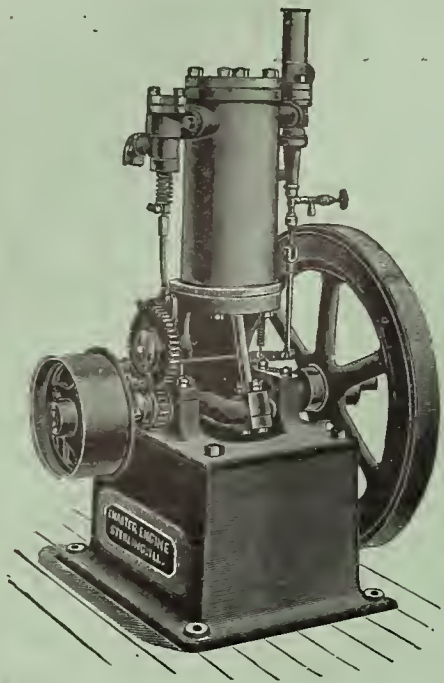
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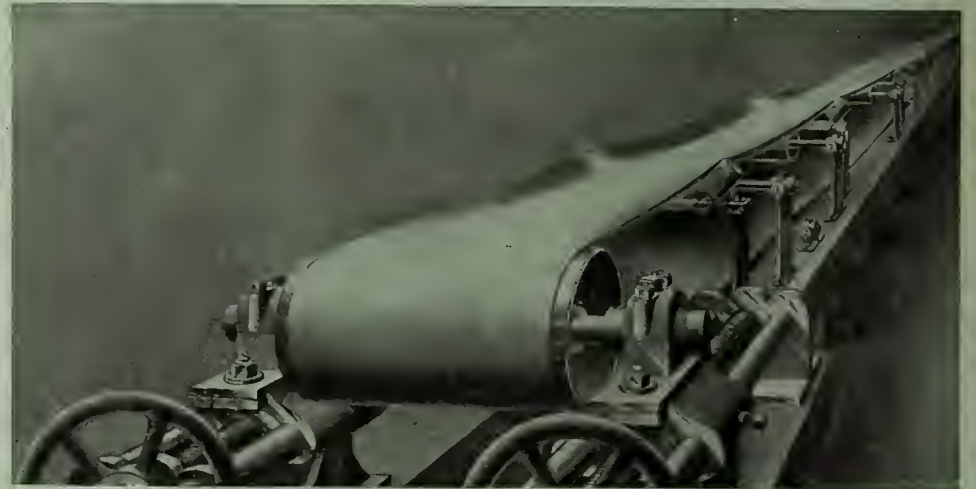
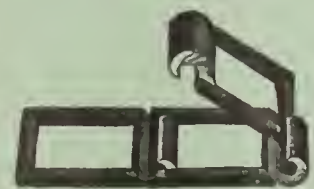
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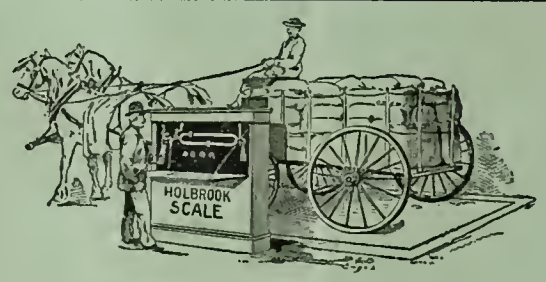
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